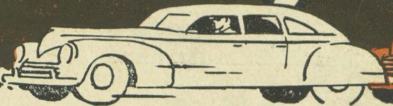
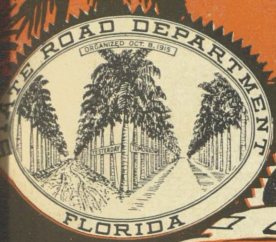


FLORIDA

Highways



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STATE ROAD DEPARTMENT OF FLORIDA

VOLUME 9
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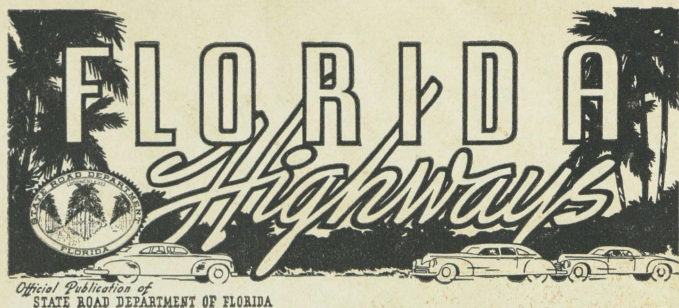
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Transactions of Meeting of Florida State Road Department

HELD AT LAKELAND, FLORIDA, JUNE 30, 1941

Pursuant to agreement at the last meeting and call of the Chairman, the State Road Department of Florida met at Lakeland on June 30, 1941, with the following members and officials present:

Thos. A. Johnson, Chairman; Jack F. Townsend, Harry H. Hector, James R. Stockton, Members; H. H. Baskin, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; L. K. Cannon, Asst. State Highway Engineer; T. M. Shackelford, Attorney; R. W. Ervin, Jr., Assistant Attorney; LaMar Sarra, Assistant Attorney; R. J. Waterston, Jr., Auditor; C. P. Datson, Division Engineer Plans and Surveys; E. S. Fraser, Bridge Engineer; J. W. Allen, John R. Slade, H. H. McCallum, E. C. DeGarmo, W. D. LeVeille, Division Engineers.

APPROVAL OF MINUTES

On motion of Mr. Townsend, seconded by Mr. Stockton, the minutes of the meeting held at Tallahassee on April 23 were approved.

MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Hector, seconded by Mr. Stockton, expense accounts of the members were approved, as follows:

Nixon Butt	\$ 15.75
Nixon Butt	14.50
H. H. Hector	11.45
H. H. Hector	5.55
H. H. Hector	7.15
H. H. Hector	12.10
J. R. Stockton	11.65
J. R. Stockton	17.50
J. F. Townsend	102.00
J. F. Townsend	9.10

DELEGATIONS AND REQUESTS

Brevard and Seminole Counties

Those registered from these counties were Senator E. F. Householder, Representative J. D. Leonardy, F. A. Dyson, Seminole County Commissioner, Woodrow Wilson and Edward Higgins.

Senator Householder asked that the bridge at Melbourne be completed as early as possible in order that the causeway, already completed, and the bridge may be opened to traffic. He filed request for continuation of State Road 119 and also for the causeway at Titusville.

Secretary presented a resolution from the City Commission of Melbourne together with letters and petition from numerous citizens of Melbourne urging the completion of the causeway and bridge at Melbourne.

Citrus County

The registered delegation from Citrus County included the following: James Strickland, J. N. Brown, James E. Rooks and W. A. Bellamy, County Commissioners, James E. Conner, Clerk of the Circuit Court, W. R. Moon, L. C. Yeoman, Hugh C. Barco, and H. H. Edwards.

Mr. Conner made the following requests:

1. That contract be let for completion of State Road No. 15.
2. Widening of State Road No. 5 from Citrus County line to Dunnellon.
3. That a survey be made from Red Level in Citrus County, north to Dunnellon, for the purpose of State maintenance, as well as the road from Lecanto west to New Homosassa Springs where the same intersects

State Road 15, thence to Old Homosassa.

4. That a survey be made from State Road 5 at Floral City to Dade City.

Duval County

The Duval delegation included Joe Hammond and Howard Belote, County Commissioners, Arthur Sollee, County Engineer, Thos. C. Imeson, Jacksonville City Commissioner, W. E. Sheddson, City Engineer, M. Arnot, W. J. Cozens, Jr., and Mayor I. D. Sams of Jacksonville Beach.

Messrs. Hammond, Belote, Imeson, Sams, Cozens and Sollee spoke in behalf of the immediate completion of State Road No. 376, known as the Hogan Road. Mr. Hammond said that it was badly needed as there is now only one road to the beach. Mr. Imeson called attention to the fact that this road leads to the Naval Air Base to be established at the mouth of the St. Johns River and that it will not carry the traffic. Mr. Sams and Mr. Cozens stressed its need from the recreation angle, pointing out the 700 per cent growth in population at the Jacksonville beaches. Mr. Sollee offered the cooperation and records of his office to assist the Department in the construction of this road.

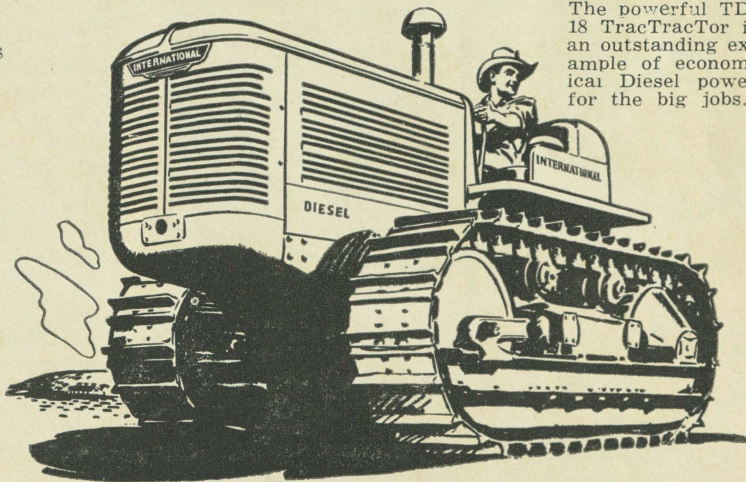
Resolutions from the City of Jacksonville, the City of Jacksonville Beach, Jacksonville Chamber of Commerce, Jacksonville Beaches Chamber of Commerce, and the Lions Club of Jacksonville Beaches requesting the completion of the Hogan Road were filed with the Secretary.

Dade County

Those present from Dade County were: J. D. Redd, Chairman of the County Com-

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missioners, Hugh Peters, Commissioner, O. P. Hart, Wm. Sydow, and Frank Kelley from the City of Miami, and W. A. Rosenfelder, Mayor of Opa-Locka.

Mr. Redd requested any assistance possible on approaches to the Navy airport and Municipal airport. Mr. Peters spoke in behalf of the approaches to the airports and asked the Department for aid. He stated that the right of way had been secured for 79th Street north on 27th Avenue. He also requested work on LeJeune Road from 79th Street to the Navy airport.

Road Name	Road No.	Location	Length
Golden Glades Drive	270	State Road 26 to W. Dixie Hwy.	17
Opa Locka Blvd.	505	NW 7th Ave., Naval Air Base	3
Fisherman Street		NW 27th Ave., Naval Air Base	1
NW 135th Street		Red Road, NW 27th Ave.	3
Gratigny Drive	373	NW 27th Ave., NE 2nd Ave.	3
West Dixie Hwy.	176	NE 2nd Ave., N. County line	7.5
NE 125th St.		NE 6th Ave., Federal Hwy.	1.5
NW 95th St.	506	LeJeune Rd., Federal Hwy.	5.5
NE & NW 62nd St.		Okeechobee Rd., Biscayne Blvd.	6.5
NE & NW 54th St.		Okeechobee Rd., Biscayne Blvd.	6
NW N. River Drive & NW 11th St.		NW 27th Ave., Biscayne Blvd.	3.5
NE & NW 27th Ave.	370	Golden Glades Biscayne Blvd.	13.5
NW 37th Ave.		Golden Glades Naval Air Base	1
LeJeune Road		Naval Air Base, SW 8th St.	9
Red Road & Ludlum Road	368	Golden Glades, Okeechobee Road	8
Red Road	272	Okeechobee Road, Chapman Field	12.5
NW 36th St.	272	Red Road, Okeechobee Road	1.5
Overseas Highway		Florida City, S. County Line	14.5

Mayor Rosenfelder endorsed program which had been presented by Dade County.

Gilchrist County

Commissioners Joe T. Davis, C. A. Jones, Gruver Langford and Raleigh Rucker, and Editor Ira J. Philman were present from Gilchrist County.

Mr. Davis, Chairman of the Board, stated that Road 82 is practically all graded except three miles and he requested completion of this grade. He was advised by Mr. Stockton that this stretch is in the budget for this year.

A map showing the layout of these approaches was filed with the Secretary.

Mr. Kelley spoke in behalf of the defense roads in this area, especially Road 26 which he said would give them another outlet. He requested assistance to eliminate the bottle neck on Southeast Second Street, a part of U. S. Highway No. 1, also on the Southeast Second Avenue Bridge. Mr. Hart endorsed the above requests and filed a list showing proposed roads to be constructed, as follows:

Highlands County

Mr. David C. Barrow spoke in behalf of the location of Federal Route 19 through DeSoto City, recommending what he called the East route. He read a letter he had written to Mr. Townsend with reference to this location and filed a copy of the letter with the Secretary.

County Attorney M. D. McDonald recommended the alternate route through DeSoto City, known as the Tyree route. He estimated the cost of construction on this route as a little more than the route pro-

posed by Mr. Barrow, but said that the cost of the right of way would be about \$1200 on the Tyree route and about \$10,000 on the Barrow route.

Senator William Clift registered as representing the 27th District, comprising the counties of DeSoto, Hardee, Highlands and Glades.

Hillsborough County

The delegation from Hillsborough County registered as follows: Representative Henry Toland, John M. Allison, County Attorney, J. K. Merrin, County Engineer, F. W. Ball, Curtis Hixon, T. L. Hackney and E. W. Simmons, County Commissioners, R. Graham Young, M. M. Frost, F. W. Traynor, W. H. Shafer, H. D. Selhank, George Carey, C. T. Young, Jas. McGee, J. B. Porter, H. H. Huff, Ralph A. Marsicano, W. H. Farrar, S. M. Regar, L. G. Hudgins, A. B. Grandoff, Barrett Stephenson, D. E. Golden, J. L. Ferman, W. E. Hamner, I. W. Phillips, I. H. Zintgraph, E. A. Barry, C. Edmund Worth, R. A. Liggett, G. M. Holsinger, L. Y. Gibbs, L. A. Bize, John H. Harrison, Jr., L. M. Hursh, Wm. C. Mitchell and F. P. Jones.

Mr. Allison requested the Department to extend a loan or assist the County in securing the right of way on Memorial Highway, not to exceed \$5,000, which would be included in the County Budget to be repaid as soon as the money is available. He said the County would execute a surety bond to cover such a loan. Mr. Ball also spoke in behalf of the request for the loan for the right of way of Memorial Highway.

Mr. Holsinger spoke in detail on the list of requests filed by Mr. Allison, as follows:

1. Relocation and construction of State Road 17 (Memorial Drive) from end of present concrete road in Hillsborough County northwesterly to the Pinellas County line.
2. Extension of State Road No. 545 (Vera

(Continued on page 42)



Tractor with LaPlant-Choate bulldozer is pictured leveling the fill on the Miami Master Airport. Working seven hours a day, this outfit did most of the spreading on this 946 acre field . . . and at a fuel cost of ten cents per hour!

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FLORIDA HIGHWAYS

STATE ROAD DEPARTMENT
OF FLORIDA

VOLUME 9

JULY 1941



NUMBER 8

Also authorized medium of State Highway Patrol, the Motor Vehicle Division and other State departments.

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SAM ELLIS
FRANK P. BEDDOW

Publisher
Editor
Advertising Representative

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FLORIDA FOURTH ESTATE

Appreciative

Those who have come to our shores to escape oppression have an unusual appreciation of what it means to be an American. They do not assume their citizenship lightly or casually.—*Tampa Tribune*.

Let's Have Motorcades

Florida communities should revive the motorcades that were so enjoyable a few years ago. Most Florida people are acquainted with every section of the State except the one in which they have their homes, and they not only are missing a lot of pleasant things, but considerable self-profit by not going traveling in their own State.—*Melbourne Times*.

The only way to know Florida is to travel around and get acquainted. Perhaps if a special issue were made of it more people would do it.—*Orlando Morning Sentinel*.

Chairman Carlton

Governor Spessard Holland has appointed former Governor Doyle Carlton as chairman of the United Service Organization for National Defense. That's the "big six" group working to raise funds for recreational, welfare and religious activities for service men. Governor Holland could not have made a more acceptable choice for the post.—*Ocala Star*.

Helping The Aged

In cold figures it means Florida's aged needy will get about \$22 a month instead of the \$13 monthly they now average. And about 6,000 more worthy cases will get it.

However, let's not say this is sufficient, for it will not be sufficient, so far as we are concerned, until the payments are boosted to the maximum possible under Federal law.—*St. Petersburg Times*.

Weekend in Florida

With several "long weekends" during each year, residents of the Southeastern States and of cities further North where airline facilities are available could come down to Florida for a healthful, refreshing two or three days' vacation. That could add a substantial sum to Florida's annual income. And that is only one of numerous profitable opportunities.—*Tampa Times*.

Opening New Vistas

If we can obtain some relief from billboards for motorists through this taxing measure, it will be worth all the trouble required. And the Garden Clubs of Florida, which have been waging an up-hill fight, will find more ammunition at their hand to carry on.

To the civic spirit of these women Florida owes a debt of gratitude for the splendid work they have done towards opening up new vistas for the automobile traveler through the State.—*Miami Herald*.

Better roads throughout Florida will help pay the insurance premium on prosperity for future years.—*Times-Union*.

Florida State Parks

Eleven State parks scattered from north-west Florida to the lower East Coast have been developed or are being developed, and in due time will be attractive pleasure spots for residents as well as tourists. * * *

It is good to note that the aim has been primarily to make accessible what nature already has provided. Alterations have been kept at a minimum. To do otherwise in Florida would be as futile as painting the lily.—*Lakeland Ledger*.

Protect Florida Wildlife

In these days of battle, we of Florida can well afford to wage "war" against the shameful practices that have led to destruction of wildlife and many of our natural resources. We have come to the realization—although it is almost too late—that many of nature's blessings have been tossed away casually and that earnest efforts must be made now if there is to be anything left to pass on to the Americans that will follow us.—*Tampa Tribune*.

Useful Road

Completion of Road 26 should hasten development of the vast areas of fertile lands through which it passes, and contribute in many ways to the growth and prosperity of the entire upper Everglades region.—*Palm Beach Post*.

Getting Ready For The Job

The Hughes-Smith Act was the start of Federal aid to State vocational and high schools so that boys and girls could be taught trades and skills. It was the start of the vocational education movements which is being called on today for the millions of new workers who are so badly needed for the National Defense program. How much worse off we would be if this far-seeing movement had not been launched 25 years ago and constantly expanded since then!—*Tampa Times*.

Clermont on Sound Basis

In the final analysis today's fact is that Clermont, once the most distressed financial community in all of Florida, if not in the whole United States is back on a sound basis. It is paying the interest on its new debt, it is arranging for the retirement over a period of 30 years of the new bonds, and it is in position to take fullest advantage of every opportunity that a sound and wholesome foundation can obtain.—*Clermont Press*.

Why Roads Need Cash

Why is more money being sought for highway purposes?

Because passenger car and truck registration in Florida has increased in 20 years from 73,914 to 492,531 vehicles; because hundreds of miles of old highways need to be improved to meet modern safety requirements, and because the National Defense program in Florida will be seriously hampered without super-highways built for heavy, fast traffic.—*Lakeland Ledger*.

Pays His Way

The new tax suggestions are practically offset by the taxes he would repeal, so that, in effect, Floridians will get a superior brand of State service at no more than they have been paying, with good promise of actually saving money by the time the legislature meets in 1943.

Thus far in his administration, we can say with truth that Spessard L. Holland is more than paying his way as governor of Florida.—*Miami Herald*.

Legislative Achievement

We marvel at the ease with which Governor Holland's gasoline tax re-distribution program has been pushed through the legislature. It has been click, click, click, all the way. Now that the Senate has approved in final form and sent to the House the series of five bills, actual passage of the entire program is expected shortly.

This swift action is all the more remarkable in view of the fact that the plan was controversial and was fought bitterly only a few weeks ago by some county commissioners. It is admitted that much of the opposition was due to misunderstanding, but that should not take away any of the credit from the governor and his co-workers for their effective work.

It took many conferences to iron out the kinks and meet the arguments of the opposition. The fact that the program's supporters had all the necessary figures to prove their points indicated the thoroughness of planning and months of work that went into it.

There is no doubt that the program is the best answer to the state's roadbuilding problem. The redistribution, which becomes effective July 1, will provide an additional \$4,000,000 to the State Road Department during the next 18 months. It is true the amount will not go very far towards immediate new road construction, but, coupled with matching federal funds, it opens a bottleneck which will pave the way for many miles of highways figured over a period of years.

Unless we miss our guess, Floridians in a few years will look back on this action of the 1941 legislature as one of the most constructive acts in many years. In baseball parlance, citizens will remember it is as the legislature which had speed and plenty of "stuff on the ball."—*Tampa Tribune*.

Now For Research

In measures before the legislature proposing industrial research and promotion, there is the opportunity to launch an effective, coordinated State-wide program to tie together all the efforts of chambers of commerce and other organizations which are seeking new industries. Florida can offer them great advantages and many will accept if the opportunity is called to their attention.—*Tampa Times*.

Mr. Holland's tax plans are a redemption of his campaign promises. They have, generally, the merit of reasonableness and soundness.—*Bradenton Herald*.

EDITORIALS

Florida Highways Takes An Encore

THIS issue presents *Florida Highways*, not as a newcomer but as the return to the Florida journalistic stage of an old favorite with a new wardrobe, new scenery and extended repertoire. It has, however, the same old theme song—improvement and extension of Florida highways and the resulting development of every resource of the State.

The original *Florida Highways* was first issued in 1924 as a medium published at State expense, through which the public might keep up with the official activities of the State Road Department. The new *Florida Highways* will have the same function in regard to the State Road Department. It also will be the authorized medium through which the activities of the State Highway Patrol, the Motor Vehicle Department and other State departments, agencies and bureaus will be reported.

The new *Florida Highways* will not be issued at State expense. Any surplus will be put back into the publication to increase its effectiveness and widen its circulation.

The policy of the new *Florida Highways* is:

To authentically inform the public of the official activities of the above-named departments without cost to taxpayers of the State;
To urge, encourage and promote complete cooperation between the public, State agencies and the Federal government in National Defense;

To inspire efficiency, loyalty, courtesy and desire for intelligent public service among the officials and employes of the State of Florida;

To acquaint taxpayers with the manner in which their money is being spent for construction and improvement of highways, public works, public safety and the administration of other public affairs;

To advance public safety through coordination of education, engineering and enforcement;

To offer a medium for tourist information on highway conditions and to direct visitors to the various points of interest in the State over the shortest and most pleasurable routes;

To publicize the many historic spots, sportsmen's havens, rest resorts, natural phenomena and resources with which, heretofore, the State's visitors have been little acquainted;

To assist in the beautification of the State's highways, conservation of its natural resources and the development of its industrial, agricultural and commercial possibilities.

Florida Highways wishes to acknowledge, in its first issue, its indebtedness to those who make possible the revival of the magazine. It pledges its devotion to its policy and to the development of Florida and all of its vast resources.

To Carry Florida's Banner

FROM all parts of Florida comes favorable reaction to the preliminary announcement of the publication of a monthly periodical of general interest and general circulation to carry the banner of Florida.

It is generally conceded that there is great need for such a publication. The chambers of commerce of the State, hearty cooperators and collaborators in this first issue, have done much to publicize their own communities. The State chamber of commerce has done much to assemble and disseminate Florida facts relating to all sections. State agencies have had their part in developing and conserving interests and resources under their jurisdiction. But there has been no medium through which all of these can combine efforts toward obtaining more benefits from what we have, create more from what we have and from those who will come to Florida if we will but tell them of our advantages, possibilities and opportunities.

Florida Highways is fortunate in having a backlog—designation as official publication of the State Road Department of Florida. This does not come without certain qualifications. Chief among them is that *Florida Highways* must cooperate with the various State and civic agencies in the impartial dissemination of Florida information in an endeavor to interest our own people in their government and their communities and new people in the State; and that any profits made by the magazine must be put back into the publication to increase its usefulness to Florida interests and to widen its scope of appeal. Bond has been duly posted that these and other requirements will be carried out.

Florida Highways seeks the constructive criticism, advice and counsel of every agency and individual interested in Florida's future. It solicits the cooperation of those who feel that its stated policy, to which it will strictly adhere, warrants support. It invites every community having a desire to better itself individually to submit local information for its news columns whenever they have something which they believe will be of interest to the development of the State as a whole.

This issue of *Florida Highways* has been hastily prepared because it has been necessary to maintain an uninterrupted report of the official activities of the State Road Department. For this reason many interests which otherwise would have been represented do not appear among advertisers because of their inability to prepare copy or get it from their agencies in time for publication. Another unfortunate circumstance was that the legislative session prevented some State officials cooperating in preparation of articles. This shortness of time may also account for any lack of balance in the presentation of pictures and features insofar as they relate to the various sections of the State.

The Florida Everglades

PAY-HAI-O-KEE (Grass Water) is what the Indians called the vast region we know as the Everglades. This swamp was considered for years, both by the outside world and the natives of the State, an impenetrable jungle—mysterious and foreboding. Seven times larger than famed Dismal Swamp of Virginia, its 4,472 square miles form the most extensive swamp area in the United States.

Consisting of 286,208 acres of muck, mangrove, islands and waterways, the Everglades lie cradled in a huge basin of lime rock. This extends southward from Lake Okechobee toward Cape Sable and declines imperceptibly in elevation as it goes.

Circling the outer edges of the 'Glades, tall sawgrass shooting its

Florida Writers' Project

Work Projects Administration

slender height from the shallow water, sometimes as high as ten feet, give the effect of a treeless pampas. Graceful and harmless in appearance, it sways like a field of ripened wheat; yet the blades are sharp enough to cut the unwary and to tear ragged holes in canvas boats.

In the interior, thousands of islands, known as hammocks, some small, some hundreds of acres in area, are thick with ferns, tangles of thorns, and wild flowers. Trees of sweet bay, native mahogany, satinwood and gumbo-limbo spread their branches with the *lignum vitae* and royal palm.

The pale green of the sawgrass forms a perfect background for the delicate color of the hyacinths and water lilies that crowd the waterways. An infrequent alligator or crocodile rolls sluggishly in the waters, and otters move slickly and silently.

Panthers Roam

Foxes, bears and panthers roam the 'Glades as well as deer and raccoons. Water moccasins, rattlers and coral snakes menace the explorer. Birds soar and drop and soar again. And over all is the loud silence of uninhabited places.

When the United States acquired Florida from Spain in 1821, Indian troubles began and for more than two decades the United States Army was called upon to protect settlers and drive the Indians from lands



coveted by the white man. It was believed that all trouble could be stamped out by the apparently simple plan of removing the Indians to a reservation in Arkansas. The fiercely home-loving Seminole fought bitterly every step of the way.

Isti-si-mo-le had been corrupted in time to the word "Seminole." Some authorities assert that "Isti" means human beings and others claim Isti-si-mo-le meant wild men. One thing is certain, however, and that is that these people were not only wild in war, but wild with the love of home. Little wonder then that they fought savagely and with cunning, fearful of capture; the Maroons by their side, fearful of re-capture.

Slaves Marry Indians

The Maroons, whose protection by the Indians was as much a cause of the war as the acquisition of land, were fugitive slaves from Georgia and Alabama. They had lived so long with the Indians that their identity was all but lost. They were content under a mild form of slavery with the Seminole, had intermarried with them in a few cases, and had considerable influence in council.

It was the thought of leaving the land, together with real and fancied wrongs, that raised the knife in the

hand of Osceola high above his head, to bring it plunging through the two-year-old treaty of Payne's Landing, still unratified by the Indians, as he said in violence: "This is the only way I will sign."

Harried by a civilization that too often pushed them beyond its borders instead of making them a part of its life, the Seminoles sometimes tried to take their own lives. On the ground, in the night, concealed by his blankets, it is known that one Indian tied a rope around his neck, attached the dangling end of the short length to his ankle in such a way that when he straightened his leg he might strangle himself.

Longest Indian War

Driven from the northern and central parts of the State, their fields razed, their cattle confiscated, the Indians found refuge in the south. Big Cypress Swamp and the Everglades became their home and their stronghold. And it was in this little-known region that the concluding events of the longest American Indian War in history took place. On well hidden islands remote from the borders, a number of chiefs had their headquarters. Arpeika, known at Sam-Jones-Be-Damned, was one of these. He was a skillful navigator of the Everglades, knew all the secret pas-

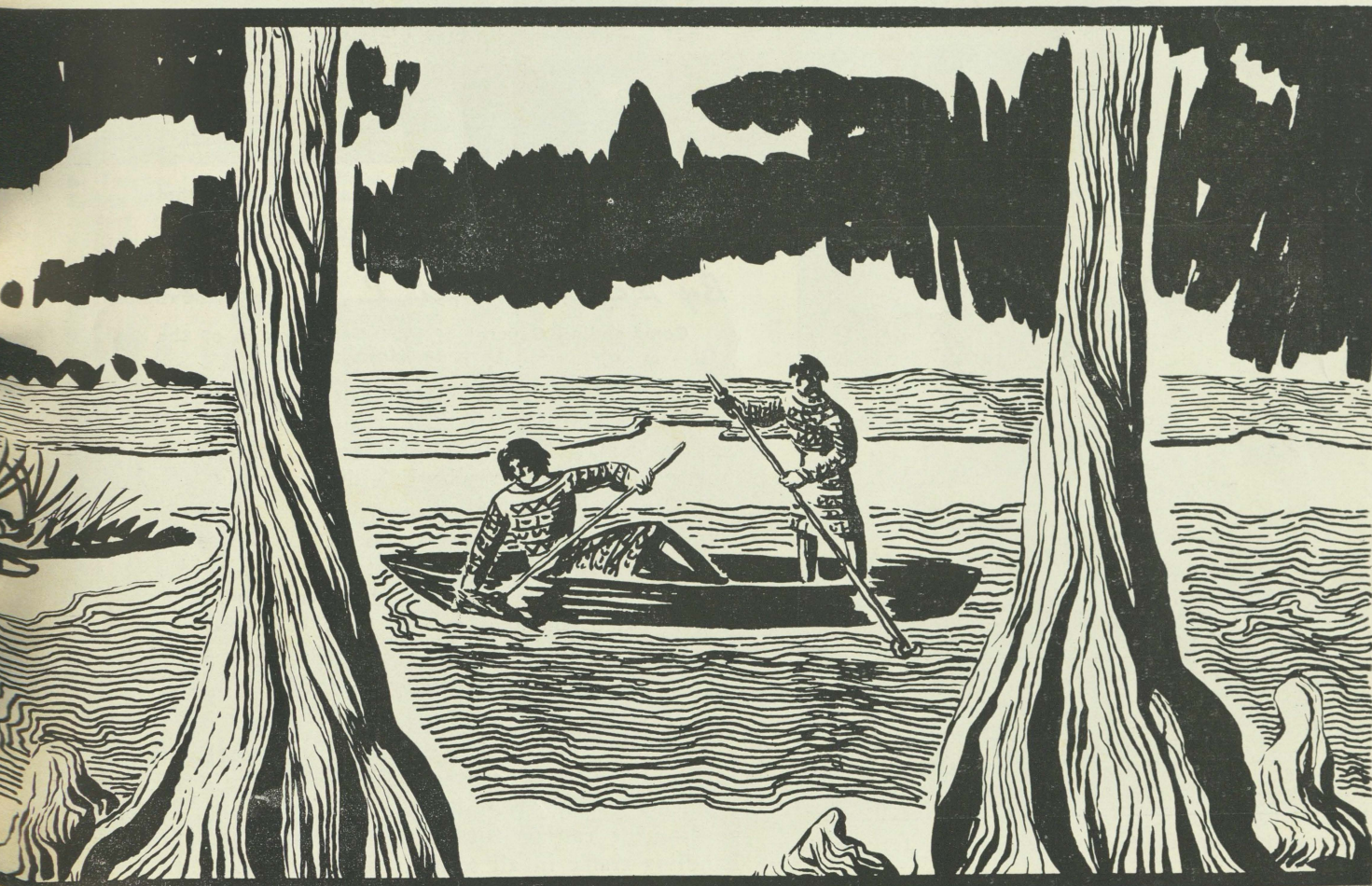
sages, and cultivated fields in the most inaccessible and remote places. Another was Otulke-Thlocko, the Prophet, who, through his pretended cures, fortune telling and flamboyant dress, exercised an incredible influence over chief, warrior and woman, alike. He was colorful but cowardly and his followers eventually lost faith in him and fear of him. Chakika was another. Six feet tall and weighing 200 pounds, he was considered the largest Indian in Florida.

The Government imported a Cherokee delegation from Arkansas to persuade the Seminole to emigrate, but it failed miserably. Angry, General Thomas S. Jesup sent orders to General Zachary Taylor, stationed at Tampa Bay, to proceed without delay against any part of the enemy within striking distance.

"Fight it Out Forever"

Taylor, with a force of 800 regulars and volunteers, set out in the direction of Lake Okeechobee. Here it was said that Sam Jones and all his forces were encamped. This same Sam Jones had sent word to General Jesup a short time before that he "had never signed a treaty and never would; that he and his people would fight it out forever."

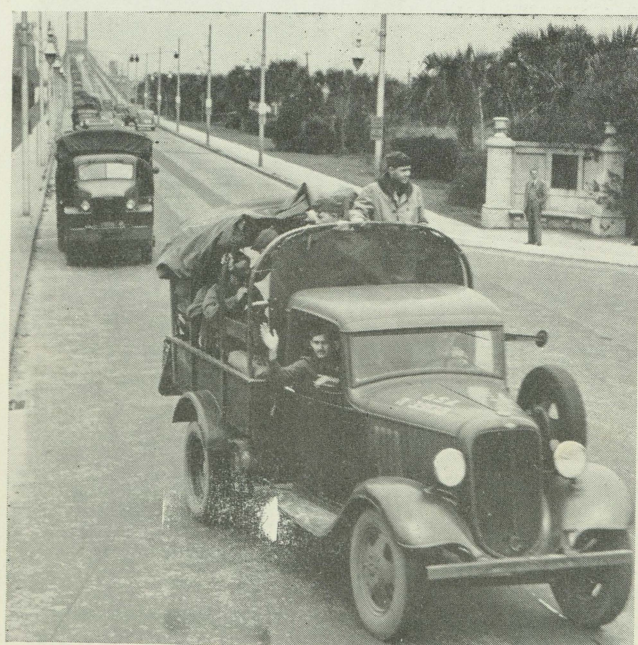
(Continued on page 33)



O'ER THE LAND OF THE FREE



Convoy of Fort Benning, Ga., soldiers going into action on rural highway. —Infantry School Photo.



Troops leaving southern approach to Jacksonville Bridge on hike into Florida.

By Major General L. R. Fredenall

Commanding General of Fort Benning and of the
4th Division, Motorized.

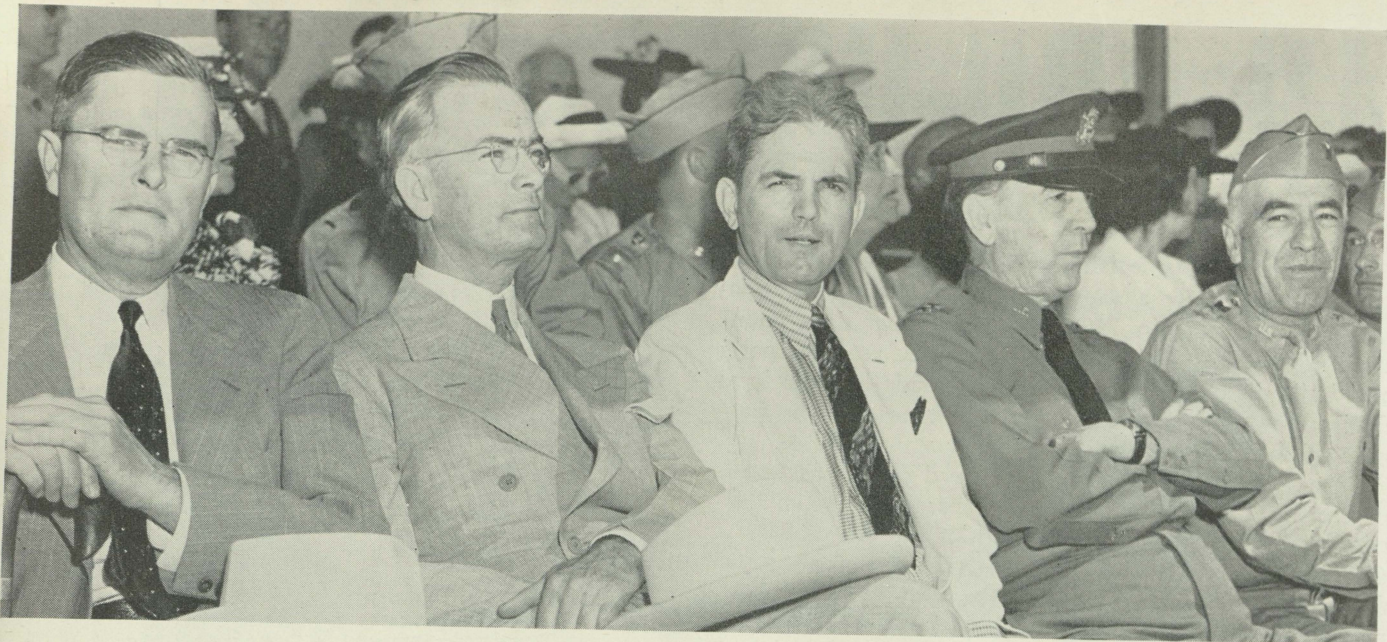
THROUGHOUT the past winter troop units from Fort Benning have made trips over Florida highways as part of their training program. At times these movements have embraced whole divisions.

Reports of courtesies extended, both by officials of the State and local governments and the people of Florida as a whole, have been such as to signify a widespread desire among Floridians to cooperate in the furtherance of national defense.

These courtesies and this cooperative spirit are highly appreciated by Fort Benning personnel.

* * *

Florida State agencies, notably the State Road Department, and local governments have been tested by problems arising from defense activity of the Federal government calling for greatly increased facilities for handling traffic in all sections of the State. They are



proving equal to the task of providing new and expanded traffic lanes where needed and are giving complete cooperation to Federal authorities.

Florida can well afford to spend available monies for the construction of highways in Federal posts wherever in the State they may be located. Every section of Florida is benefited by the defense program. Congressman Cannon, in a recent estimate, declared that the defense program means "about \$800,000,000" to the State. Of this amount \$600,- (Continued on page 40)

Governors (above) review Thirty-first (Dixie) Division troops at Camp Blanding. More than 19,000 troops from Southern States, marched by them in a 36-mile column on May 10. Those in the picture, from left to right, are Governor Dixon of Alabama, Governor Johnson of Mississippi, Governor Holland of Florida, Lieut. Gen. Albert H. Blanding, retired, for whom the camp was named, and Maj. Gen. Morris B. Payne, commanding officer of the Forty-Third Division.—Times-Union Photo.

Fort Benning mechanized equipment (right) starting on parade from fort to nearby Columbus.—Official U. S. Army Photo.



Army material carriers of Fort Benning moving into combat position.

42 AND YOU ...

By Thomas A. Johnson

Chairman, State Road Department

THE new gas tax legislation passed by the 1941 legislature is really a streamlined development of legislation first enacted in 1931. Prior to that date, counties and districts had bonded for county road purposes and built disconnected but necessary roads in their local field and were collecting ad valorem taxes for the purpose of retirement.

The 1931 law designated and fixed credits for roads previously built by the counties, based on actual expenditures made by the counties to an amount of \$107,688,461.89. Since that date, the counties have received from the so-called Second Gas Tax payments which have reduced this outstanding credit to \$36,000,000 still due. Under it, 20 of the 67 counties have been fully repaid.

However, since that date, new roads have been built at the expense of the counties, and which, under Senate Bill 321, will permit an additional \$94,000,000 of credits to be allocated to the counties in the same manner as the 1931 law. Senate Bill 322 authorizes additional credit to the several counties for interest paid on monies used for this previous construction which is estimated to produce for the various counties \$247,401,163 credit. The third bill passed, to wit: Senate Bill 325, is, in fact, an amendment to the 1931 Act to permit continuation of the distribution of the gas tax until 1943 upon which date it is assumed that an amendment to the Constitution of Florida will be effective permitting the fixing of the gasoline tax allocation for a period ending in 1992, and under which Constitutional Amendment, the payment of the county credits would be limited to two cents per gallon on all gasoline sold.

Further provision in the legislation permits annual determination of a surplus in the funds of a respective county when sufficient money has been provided under the credit plan for the payment of interest and principal and sinking funds on the outstanding bonds of the county, and from such surplus, the county will receive 20% for the construction and maintenance of roads in the county and the State Road Department will receive 80% for the construction of State roads in such county, or the lease or purchase of bridges on State roads in said county.

Additional powers were given to the State Board of Administration permitting refunding of bonds of a particular county or district for the purpose of reducing the annual curtailments with the aim to eliminate the levying and collecting of ad valorem taxes by any county or district for the purpose of meeting its bond obligations.

These various laws represent the most complete answer to the problem of road building and financing yet evolved in Florida, and was suggested by Governor Holland, after considerable experience as Senator in the legislature. Such objections as were raised by affected counties were adjusted by compromise and the present laws represent a completely harmonious solution to a vexing problem, and should be a model for other States with similar difficulties to investigate and adopt.

Column 1—Total outstanding road and bridge debt (principal and interest) as of Sept. 30, 1940, except for counties marked (*), which are of April 1, 1941.

Column 2—Total credits under amended Holland plan—(assets and estimated revenue 1941-1992).

Column 3—Under amended Holland plan (column 2 minus column 1).

COUNTY	(1) DEBT	(2) INCOME	(3) SURPLUS
Alachua	\$ 4,566,380	\$ 12,700,142	\$ 8,133,762
Baker	146,200	3,009,425	2,863,225
Bay	4,965,845	9,898,588	4,932,743
Bradford	1,132,720	3,596,123	2,463,403
Brevard	2,141,729	8,903,411	6,761,682
Broward	6,084,921	11,881,063	5,796,142
Calhoun	36,059	2,986,670	2,950,611
Charlotte	4,068,301	5,881,548	1,813,247
Citrus	2,654,413	4,616,934	1,962,521
Clay	971,882	4,656,381	3,684,499
Collier	698,580	10,821,270	10,122,690
Columbia	1,049,600	6,386,245	5,336,645
Dade	10,335,039	39,766,492	29,431,453
DeSoto	2,894,456	4,746,346	1,851,890
Dixie	105,667	3,785,582	3,679,915
Duval	4,919,550	35,494,177	30,574,627
Escambia	1,365,456	15,415,092	14,049,636
Flagler	304,900	3,031,048	2,726,148
Franklin	52,800	3,837,660	3,784,860
Gadsden	226,250	5,966,313	5,740,063
Gilchrist	54,243	2,052,325	1,998,082
Glades	397,096	4,068,366	3,671,270
Gulf	33,957	3,157,591	3,123,634
Hamilton	237,875	3,277,479	3,039,604
Hardee	4,923,594	5,490,905	567,311
Hendry	408,081	5,558,123	5,150,042
Hernando	3,925,410	3,877,155	— 48,255
Highlands	870,681	6,962,436	6,091,755
Hillsborough	14,922,806	29,507,060	14,584,254
Holmes	334,880	3,909,790	3,574,910
Indian River	4,188,807	4,797,518	608,711
Jackson	426,250	7,279,623	6,853,373
Jefferson	668,825	4,942,360	4,273,535
Lafayette		3,003,462	3,003,462
*Lake	9,535,980	17,787,848	8,251,868
Lee	2,637,913	8,822,058	6,184,145
Leon	1,808,200	8,507,574	6,699,374
Levy	2,685,706	9,659,782	6,974,076
Liberty		3,474,241	3,474,241
Madison	849,600	5,511,461	4,661,861
Manatee	6,283,703	10,550,576	4,266,873
*Marion	5,355,234	15,364,829	10,009,595
Martin	4,261,330	5,659,806	1,398,476
Monroe	4,909,848	13,396,988	8,487,140
Nassau	930,300	4,730,324	3,800,024
Okaloosa	1,006,285	6,403,564	5,397,279
Okeechobee	1,292,041	5,521,179	4,229,138
Orange	11,852,905	17,964,658	6,111,753
Osceola	4,346,768	10,181,407	5,834,639
Palm Beach	4,594,389	26,510,709	21,916,320
*Pasco	3,866,416	8,869,757	5,003,341
*Pinellas	12,292,368	21,007,326	8,714,958
Polk	7,977,885	23,114,958	15,137,073
Putnam	5,095,486	7,535,313	2,439,827
St. Johns	3,289,915	9,457,523	6,167,608
St. Lucie	2,752,556	5,783,180	3,030,624
Santa Rosa	652,700	6,722,109	6,069,409
*Sarasota	8,207,000	8,402,979	195,979
*Seminole	3,741,788	6,186,397	2,444,609
Sumter	3,400,440	6,735,665	3,335,225
Suwannee	803,840	5,765,514	4,961,674
Taylor	358,900	6,734,042	6,375,142
Union	1,306,360	3,095,896	1,789,536
*Volusia	6,700,113	18,932,205	12,232,092
Wakulla	356,000	3,044,931	2,688,931
Walton	1,452,150	7,461,144	6,008,994
Washington	156,040	3,495,450	3,339,410
Total	204,873,412	607,656,096	402,782,684



How Holland Plan Will Work

The table on the opposite page illustrates how the Holland gasoline tax redistribution plan works out among the various counties of the State. Hillsborough (Tampa) county, for instance, under the old plan had exhausted county credits before debts were paid and faced a levy on property to pay nearly fifteen million dollars.

Because of the fact that the old plan provided that when a county's credits were exhausted future allocations would go for preferential roads within the county, Hillsborough got nothing. It had no legally designated preferential highways. Under the new plan Hillsborough will get \$29,507,060.

In stressing the redistribution Governor Holland stated that it will do three things:

1. Prevent additional tax levies to pay old county debts.
2. Give more money to the State Road Department.
3. Give county bonds sounder security as State obligations.

Miss Ann Dye, right, five-year-old daughter of President Pro Tempore Dewey A. Dye, Bradenton, enjoys the distinction of being the only member of her sex to wield the gavel of the Florida Senate.

Little Miss Dye was visiting her father, acting president of the Senate in the absence of President John R. Beacham, on the rostrum. Tiring of other diversions, she tried out the gavel while Assistant Reading Clerk Ray Walden was reading a bill.



Big Enough To Handle Job...

SUGGESTIONS from all factors in the citrus industry in mapping out the future policy of the Florida Citrus Commission are solicited by Chairman Tom B. Swann, Winter Haven, in his initial statement following his selection at the organization meeting held in Lakeland last month.

In outlining his policy Chairman Swann stated that there are five points which should be kept in mind by the commission:

1. Careful and intelligent planning of policy.
2. Setting up proper departments.
3. Keeping fully informed of all workings of the industry.
4. Maintaining at all times industry viewpoint.
5. Remembering that we are "creatures of the law."

"You're big enough to handle the job," said Governor Holland to the 11-man commission in Tallahassee. "You have complete freedom and the industry is looking to you with hope and anticipation. The destiny of the industry is in your hands."

"I will be ready at all times to help in any way that I can, but I expect you to run the show in an impartial, capable and industry-minded way."

In keeping with his often-expressed attitude, Governor Holland asked the commission not to play politics and stated that no advertising men have his blessing. "They all look alike to me," he declared.

Meetings of the commission will be open to the public—wide open—according to the policy laid down by the Governor and the chairman of the commission. Ample advance notice will be given of meetings so that at all times the functioning of the commission will be public.

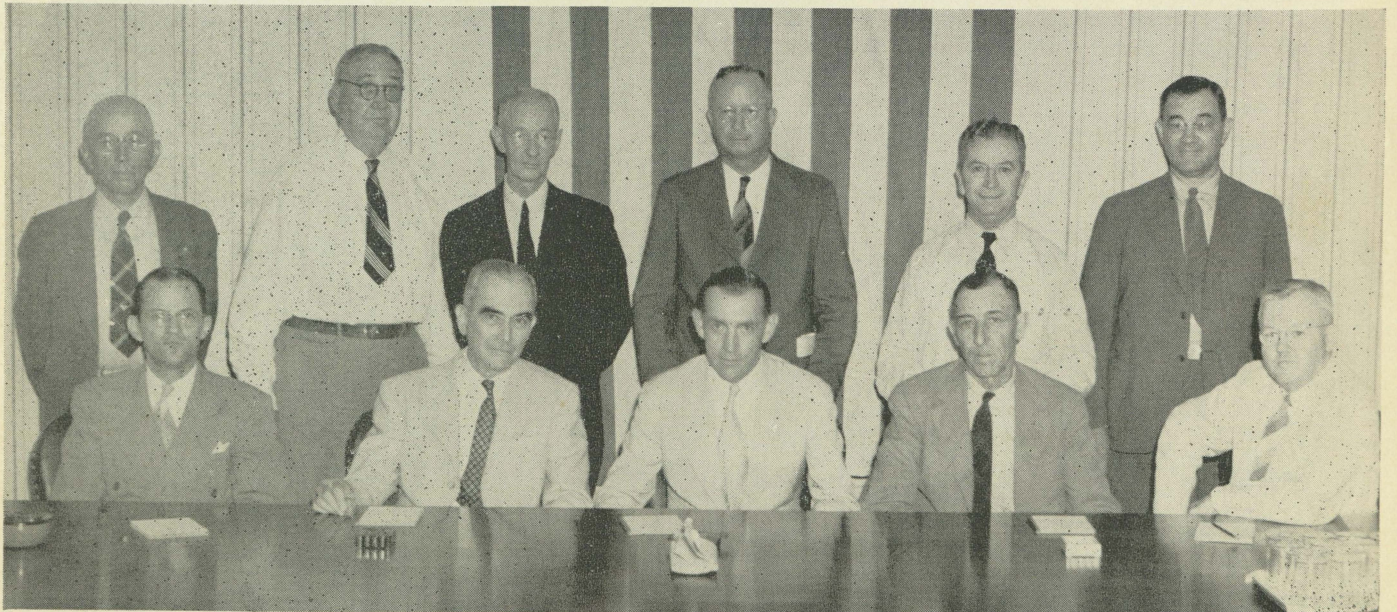
The citrus commission regulates grading, processing and shipping of citrus fruits, maturity standards, enforces the bond and licensing act, handles the big advertising fund, directs research for new methods and markets of the industry which has a gross value of something like seventy million dollars a year.

Intent upon eliminating a "lame duck" session, during which outgoing commissioners were empowered to act on the all-important advertising program, the old commission asked the State legislature to revise the commission law to end the terms of commissioners on June 1 instead of September 10.

It was felt that when the million-dollar citrus advertising contracts are let during the summer months, the men who make them should be the ones to see them through. Under the old system, a number of commissioners might draft the program and then leave its operation to new men coming in on September 10. This was considered by all on the commission as a confusing situation.

Chairman Tom Swann is a veteran citrus commissioner and, with the exception of six or seven months, has been on the board since its beginning. He was a member of the outgoing commission, also the original commission which was appointed by Dave Sholtz in 1935. During a part of this time, he served as vice chairman. Regarded as one of the strongest independent growers in the State, he owns and controls a large acreage. Mr. Swann is one of the two members who represent Polk County, District No. 7.

Another of the original "eleven honest men" appointed by Governor Sholtz, is John M. Knight of Vero Beach. Mr. Knight, a simon pure grower, has



Members of Florida Citrus Commission—Seated, left to right: C. Walton Rex, Orlando; Chas. A. Stewart, Lakeland; Chairman Tom B. Swann, Winter Haven; John M. Knight, Vero Beach; Fred W. Davis, Lake Wales. Standing, left to right: Jeff Flake, Wauchula; E. H. Williams, Crescent City; Judge Wilbur L. Tilden, Orlando; G. R. Brock, Cocoa; R. M. Clewis, Sr., Tampa; A. S. Herlong, Sr., Leesburg.

been on the commission continuously since 1935, except for one year, and represents District No. 5.

E. H. Williams of Crescent City, another hold-over, serves district No. 3 and is a grower, having been a grove owner for 40 years. Mr. Williams was a member of the Florida citrus clearing house association's board.

Of the new commissioners, A. S. Herlong, Sr., of Leesburg, is the only one who has previously served on the board. Mr. Herlong, who was elected vice chairman of the new commission, is one of the four shipper members and was also one of the original members appointed by Governor Sholtz in 1935. He has been president of the Florida Citrus Producers Trade association for several years, is a member of the Growers and Shippers League of Florida, and is known as one of the leading growers and shippers of the State.

Representing District 4 is C. Walton Rex of Orlando. Mr. Rex has no shipping tie-ups but owns approximately 200 acres and manages about 450 acres of citrus fruit.

Judge Wilbur L. Tilden, also from Orlando, represents the State at large. He is a grower with 450 acres under his care, and was born and raised in an orange grove.

R. M. Clewis, Sr., of Tampa, representing District 1, is a grower and has 350 acres of groves in Pasco and Hillsborough counties. In addition to his citrus interests, Mr. Clewis is president of the Tampa Abstract and Title Insurance company and a member of the board of directors of the First Savings and Trust company of Tampa. Held in high regard in citrus circles, Mr. Clewis was one of the original members of the committee of 50 of the Florida citrus clearing house.

Jeff Flake of Wauchula, represents District No. 6. Mr. Flake lived for several years in South America, part of which time was spent in the American consular service. He came to Florida twelve years ago and has been engaged in citrus growing nearly all of that time, now owning about 100 acres of groves.

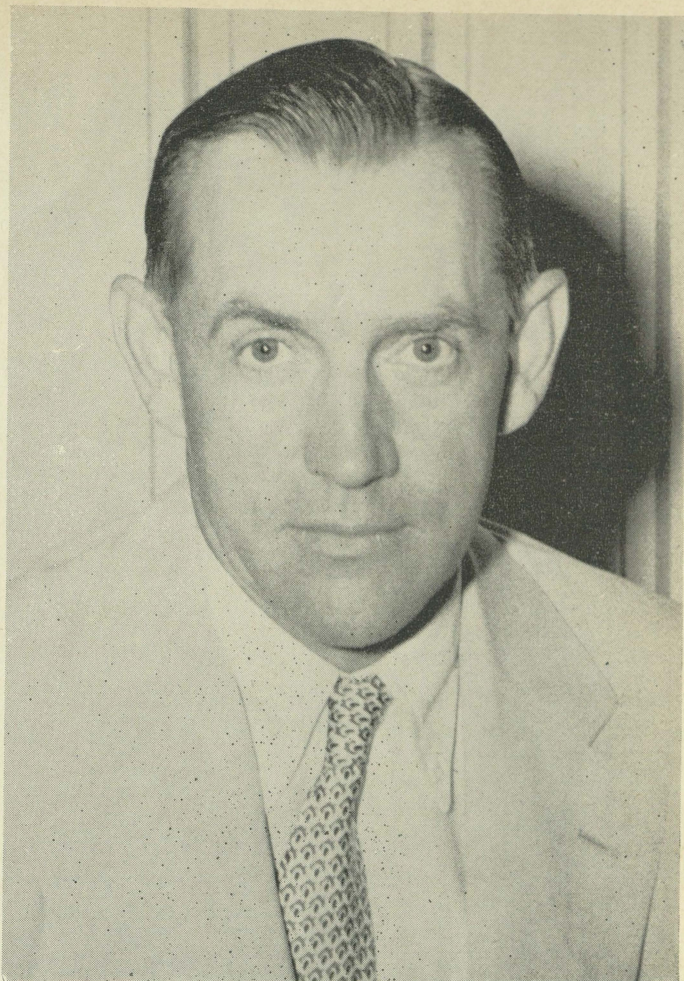
G. R. Brock, a grower and shipper, comes from Co-coa. He is manager of the Indian River Citrus Sub-Exchange, a position which he has held for 16 years, and owns about 55 acres.

The third grower-shipper of the group is Fred W. Davis of Lake Wales, sales manager of the Lake Wales Citrus Growers association. Mr. Davis, who also is a representative from District 7, was formerly connected with the Florida Citrus Exchange as sales manager.

Charles A. Stewart of Lakeland, is the fourth grower-shipper member of the citrus commission and represents the State at large. A member of the shippers' advisory committee and operator of the Chas. A. Stewart company of Auburndale, Mr. Stewart is also president of the United Growers and Shippers association.

Following closely the announcement of new citrus commission appointments, came favorable comments from leading newspapers and trade publications.

The Tampa Times on June 12 said: "Governor Holland's appointments to the Florida citrus commission ought to meet with general approval in the industry. . . . Few men in the State outside the industry



Chairman Tom B. Swann

itself are more familiar with its problems and difficulties than Governor Holland and the public may rely upon his disinterestedness in the selection of the membership . . . It is certain that his (Governor Holland's) only demand of the members when they meet with him for reorganization at Tallahassee tomorrow will be that they dedicate their efforts to the general good of all concerned, big growers and small, big shippers and little, alike. Under such a policy there is every reason to expect that the citrus commission will go on to greater and greater achievements in orderly marketing . . . The commission idea has worked out vastly better than many pessimists believed possible when it was started and the road is now clear to new gains."

Orlando Sentinel, June 16: "The governor's charge to the new citrus commission set a true course for that body along the general lines of submerging all personal and factional views and purposes into a united concern for the welfare of the industry. He declared he himself would keep hands off and try to prevent any other political interference, leaving to the commission itself the responsibility of applying the citrus laws in letter and in spirit."

The Lakeland Ledger, June 12: "Members of the citrus industry have 11 good reasons to be well pleased over the membership of the citrus commission, for Governor Holland appointed 11 able men who are widely known and command (Continued on page 32)

WHY THE MOUNTAINS?

By Frank Ferguson

WITH the war in Europe and many of the northern spas overcrowded with vacationists willing to pay premium prices for ordinary accommodations, Floridians might well adopt the slogan "See Florida This Summer" and better educate themselves in what is rapidly becoming a popular hobby — knowing Florida thoroughly.

Governor Spessard L. Holland, in the accompanying letter, has called attention to the many advantages of Florida as a "Summer Playground" and invites Floridians to take a turn around the State during their vacation period this year.

One asks the question, "Why the Mountains?" when the official weather bureau figures prove that Florida's delightful summer climate is more temperate than that of the much-advertised and expensive mountain resorts. Way down in Key West, the southernmost point of the peninsula, official records show the high for June, July and August as 90, 91 and 92, respectively, and the low for the same months as 73, 71 and 72 degrees.

The northwest Florida Gulf Coast has long been a refuge from summer heat for residents of Mississippi, Alabama and Georgia. Invariably a count of automobile license tags at Pensacola Beach, Fort Walton, Panama City and other Gulf beaches on any summer day will (Continued on page 40)

Wading pool, below, in central recreational park, Vero Beach. At right Kissingen Springs at Bartow.



Governor Holland



STATE OF FLORIDA
EXECUTIVE DEPARTMENT
TALLAHASSEE
May 16th, 1941.

SPESSARD L. HOLLAND
GOVERNOR
RALPH DAVIS
EXECUTIVE SECRETARY

TO THE PEOPLE OF FLORIDA:

Floridians need not be told of the wonders of their State. Every one of us knows well the comforts and advantages of living in Florida. The mildness of our climate, the glory of our sunsets, and the matchless facilities for pleasure, and the recreation which abound on every hand are luxuries enjoyed by all our people.

Still, far too few of us have really explored the whole of our State, have seen its beauty spots from Pensacola to Key West, from the Atlantic to the Gulf. Now is the time to become better acquainted with your state. Florida's fine highways beckon to the summer wanderer — invite you to spend your vacation in Florida.

Yours faithfully,
Spessard L. Holland
Governor.





Pensacola Beach, northwest Florida's hot weather haven on Gulf of Mexico



Bathing group, Miami Beach.



Municipal spa, St. Petersburg.



Jacksonville Beach is broad enough for many cars to drive abreast.

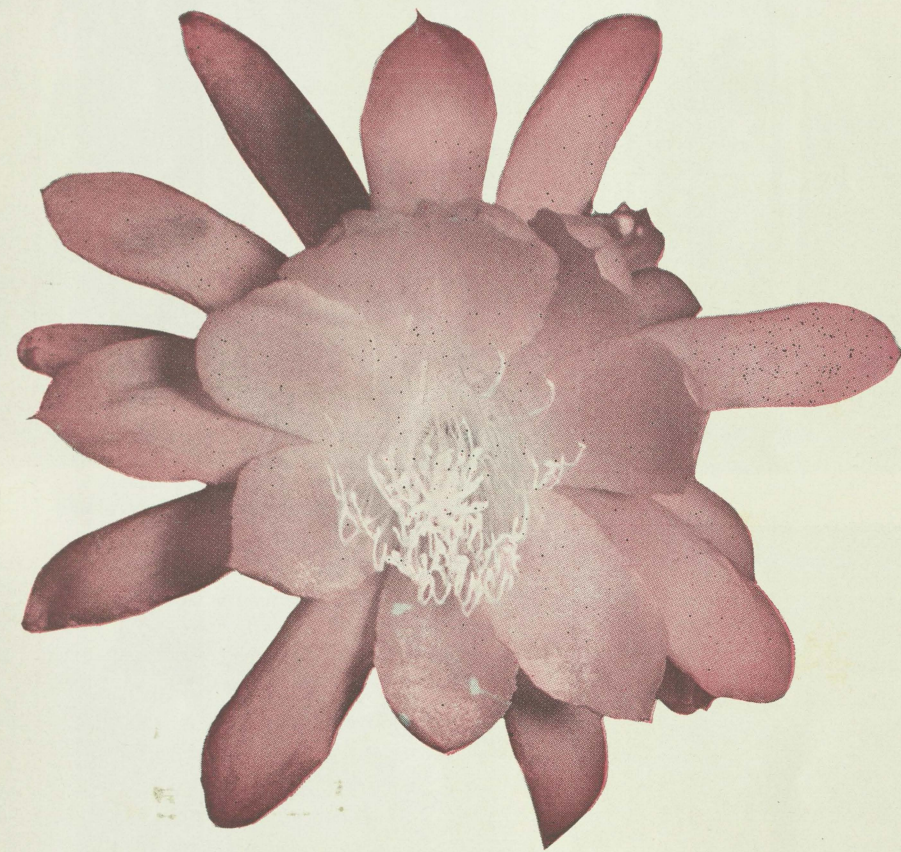
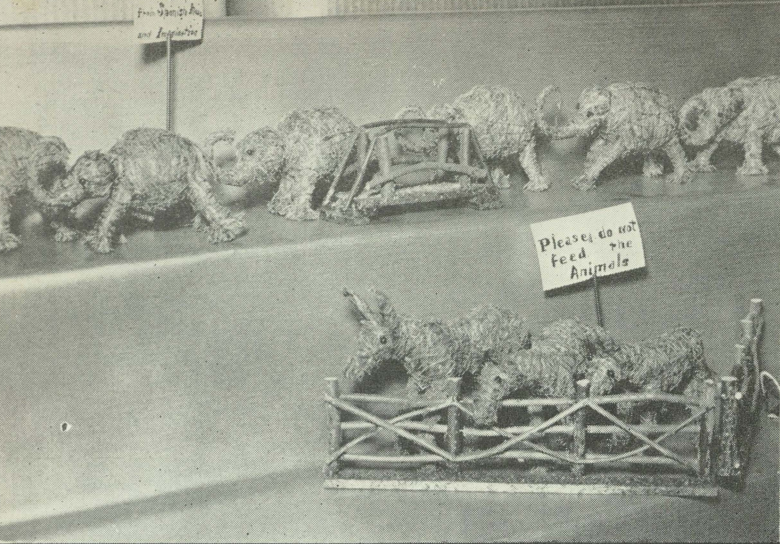


Breakers at Sarasota Beach.



Fort Myers and Lee County have white sand beaches. Below, Vero Beach.





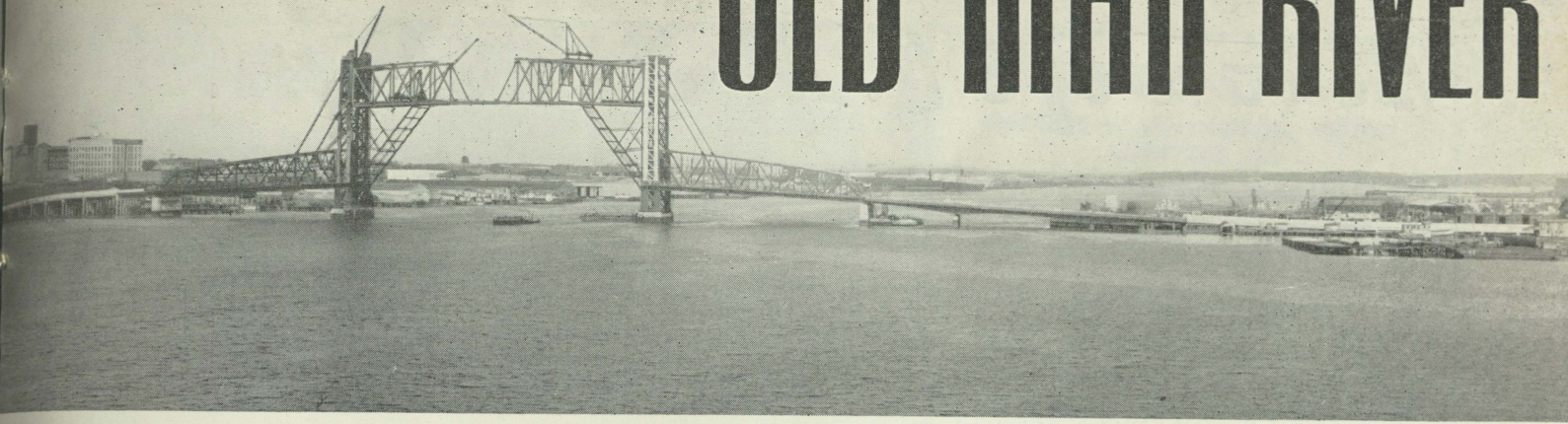
FLORIDA produces almost any flower outside which many States produce only in hothouses. The first annual flower show held by the Florida Federation of Garden Clubs in Orlando this spring disclosed many flowers which are exceedingly rare. Some are shown on this page.

In color, is the blossom of the hybrid Epiphyllum, or day-blooming cactus, the rarest at the show. Top right, the pitcher plant; bottom left, an Alpine violet; bottom right, Delphinium; some of them were six feet tall, all blue ribbon winners.

Upper left, a suggestion for a new Florida industry—animals from Spanish moss.



OLD MAN RIVER



View of Jacksonville bridge taken from the old span.

New Bridge To Cure Jacksonville's Traffic Ills

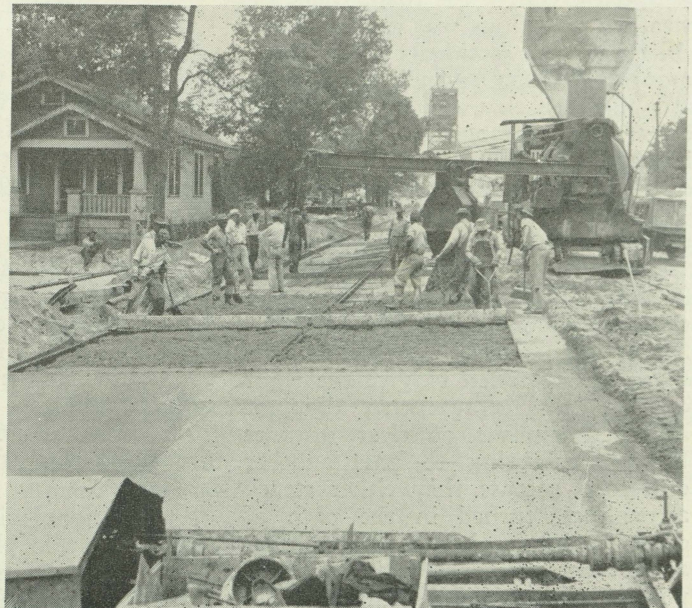
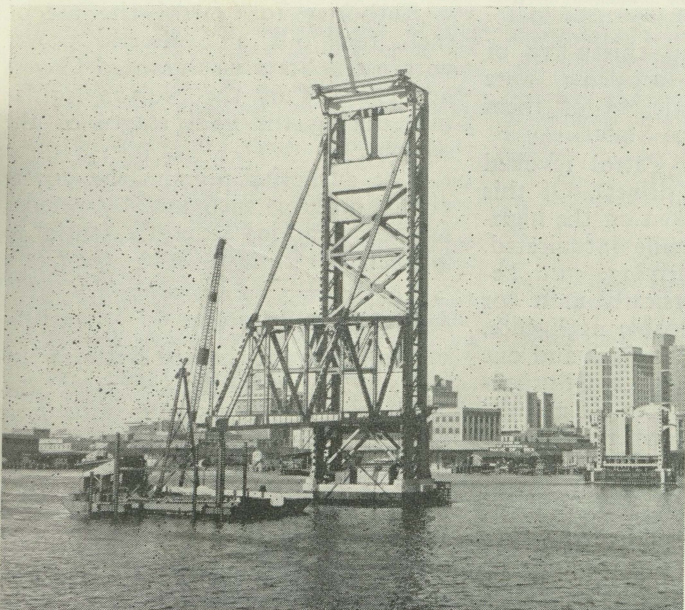
ST. JOHNS River, called the American Nile and, affectionately and respectfully, "Old Man River" by those who live upon or near it, has been conquered again. The second span across it at Jacksonville was flung open to the traveler this month. Already Jaxons are talking of a third span which would go across the river downstream from the present bridges and materially reduce the distance to Jacksonville's Atlantic Ocean beaches and the rapidly growing subdivisions along the seashore.

The second structure, erected by the Florida State Road Department, follows the first by a score of years and fulfills a demand caused by the growth of Jacksonville and traffic to and from the lower east coast. The first span, operated as a toll bridge for many years, paid for itself in a much shorter period than its promoters anticipated, although tolls were reduced a number of times.

The new Jacksonville bridge doubles the capacity of The Gateway City to handle the traffic into the State from the northeastern sec- (Continued on page 39)



The 365-foot lift span with part of Jacksonville in background. The bridge, built by the State highway department, contains 3,000 tons of steel. The lift span has a clearance of 135½ feet when lifted, 37½ feet when in place. Cost of the bridge is \$1,420,000. Work was started on the structure in February 1939, was formally opened this month. Below, left, one of the first towers of steel and concrete lifted from the river; right, widening Gibson street, South Jacksonville approach to span.



Beware of 8 P. M. Saturdays...

SATURDAY, and not Sunday, went to the head, or foot, of the class as the day of the week on which most accidents occur, according to the last (May) report of the Florida Highway Patrol.

Thirty-four of the 108 accidents investigated by the Patrol during the month came on Saturday. Sunday was second with 27, Friday third with 12, Thursday fourth with 11, Wednesday fifth with 10, Tuesday sixth with eight and Old Blue Monday came through in seventh place with six.

The 108 accidents reported netted seven killed and 80 injured with a total property damage of \$24,639.

"Darkest Hour"

Eight p. m., that period between sunset and dark known by drivers as "the darkest time of the day or night," lived up to its reputation by accounting for 12 of the accidents reported. Second was 3 p. m., with 10, while 1 a. m., 11 a. m., 4 p. m., 7 p. m., 9 p. m., and 11 p. m., scored seven accidents each. Five were reported to have happened at 12 noon, 1 p. m., and 2 p. m., four at 3 a. m., and 9 a. m., three at 6 a. m., and 6 p. m., two at midnight, 7 a. m., 8 a. m., and 10 p. m., and one at 2 a. m., 4 a. m., 5 a. m., 10 a. m., and 5 p. m.

The lesson for drivers deduced from the May report is: "Drive most carefully on Saturdays around the hour of 8 p. m."

Excessive Speed

Speed excessive for road, traffic or weather conditions was given for the chief cause of accidents during the month. Twenty-seven crashes were attributed to that cause. Intoxicated drivers were responsible for the next highest number, 10, while driving on the left side of the road, another clear traffic regulation violation, was responsible for nine accidents.

Seven crashes occurred because the drivers of the cars were asleep and the same number were caused by defective tires. Six figured in accidents because they failed to give the right of way, five because they did not assure themselves of clear distance before attempting to pass another car, four because they either struck an animal, turned in the path of other traffic or other improper driver action, three because they had been partly influenced by drinking, two

NEW DRIVERS MUST FACE THREE ACTUAL TESTS OF SKILL NEXT FALL

New applicants for drivers' licenses next fall will face three tests, according to Safety Director J. J. Gillam, who is now drilling a board of examiners for the task. The three essentials confronting new applicants are:

An actual driving test on the highway;

A written examination on State safety laws;

An eye test.

Unless the Safety Department has reason to doubt their ability to drive safely, motorists now holding driving licenses will be exempt from the examination, which will require about 30 minutes and be conducted by a force of 25 to 30 examiners. The examinations will be held in each county.

In working out details of the examination and other safety work in his department Safety Director Gillam has had the cooperation of two representatives of the National Safety Council.

because they failed to obey a "stop" sign, because they were fatigued or had defective brakes and one each because they cut in too quickly after passing, failed to obey an automatic traffic signal, failed to signal a stop at a turn, lost control by skidding, parked on highway obstructing passage, passed on a curve, were too young to drive, had defective steering gear, improper lights or other equipment defects.

One pedestrian was injured by crossing a highway from behind a parked vehicle, another walking on the highway against traffic and another from pedestrian action not reported. But one accident was held due to a soft shoulder or other highway defect.

One hundred and thirty-five of those involved in accidents were Florida drivers, while 44 of them were from out of the State.

During May the Patrol revoked the licenses of 193 drivers. Of this number 180 were taken off the highways for driving while intoxicated, seven for reckless driving, two because they were physically unfit for driving, one for culpable negligence, one for breaking restrictions and one for fraudulent use of license. Suspensions of from 30 days to six months were given to 56 former motorists for varied reasons.

Dade County led in the number of revocations with 37. Duval was second with 19, Pinellas third with 17, Hillsborough fourth with 14 and Orange and Polk had 12 each.

Aqueduct Commission

Florida Keys Aqueduct Commission, authorized to construct and maintain a water distribution system from the mainland to Key West, has been authorized by the State legislature.

The commission may issue revenue bonds, payable from income, at six percent interest with maturity in 40 years. It also may enter into contracts with the U. S. Navy, accept loans and grants.

Appointments of Earl Adams, W. T. Doughtry, Jr., and William Arnold were confirmed.

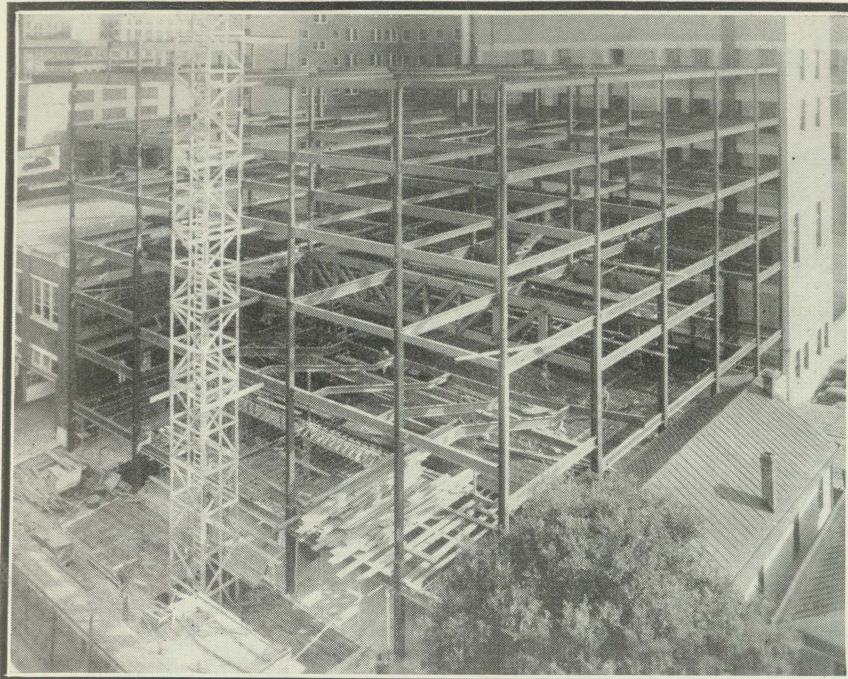
Controls Fuel

Authority to control the use of fuel, fuel oils and electric power within the State was granted Governor Holland by the Florida legislature during the final stages of the session.

The authority permits the governor to prohibit such uses by persons whose operations are not essential to National Defense.

Against the Saboteur

Florida is not the first State to legislate against sabotage and espionage. A recent survey shows 29 States have established or plan home guards; 13 have enacted or have pending bills for anti-sabotage restrictions; 11 have passed bills aimed at saboteurs and restricting use of explosives and at least 15 have acted to create special training classes for defense workers.



Structural Steel Frame GEORGE WASHINGTON HOTEL AUDITORIUM

JACKSONVILLE, FLORIDA

All Electric Arc Welded
Construction

▼
Better Construction
at LOWER COST

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**THE AETNA STEEL
CONSTRUCTION CO.**

Jacksonville, Florida

Acts Relating To Highways, Automobiles, National Defense

By D. STUART GILLIS, ASSISTANT ATTORNEY GENERAL

Below is a brief summary of enactments by the 1941 legislature relating to highways, traffic, automobiles, National Defense and gasoline tax distribution:

1. Chapter 20226 prohibits the sale or exchange of motor vehicles which have been used in taxicab, U-Drive-It or for hire service unless the same bear certain marks identifying them as such and the certificate of title by which the sale or exchange is accomplished also bears a certificate to the same effect.
2. Chapter 20225 provides for the recording in the office of the Motor Vehicle Commissioner a sworn notice of all liens for the purchase money or as security against motor vehicles and renders such liens unenforceable in the absence of such record.
3. Chapter 20411 places motor trucks, trailers and semi-trailers owned and operated by the Boy Scouts of America or any subsidiary organization thereof, while used exclusively for the carrying out of the purposes of such organizations upon the same basis as to registration fees as have heretofore applied to the same class of vehicles owned and operated by the State, counties and municipalities, i.e., the fee shall be \$2.00 and a Series X license plate shall be issued therefor.
4. Chapter 20408 directs the State Motor Vehicle Commissioner to select and place on all motor vehicle license or number plates some slogan or emblem advertising the resources of the State, its advantages and history.
5. Chapter 20578 is a revision of the laws relating to the use of the highways, traffic signs and signals, requiring the report of all accidents to the Department of Public Safety, speed regulations, and the mechanical equipment and fitness of motor vehicles.
6. Chapter 20743 places that class of vehicles known as "station wagons" on the same basis as automobiles for private use unless the same are used for hire.
7. Chapter 20210 prescribes the maximum weight, width, length and height of certain motor vehicles permitted to operate over the highways of the State, and levies a tax thereon.
8. Chapter 20236 provides for the registration and licensing of motor vehicle manufacturers, factory branches and factory representatives.
9. Chapter 20451 provides for an expansion of the highway patrol. It creates the Department of Public Safety composed of the governor and all cabinet members, increases the number of highway patrolmen to a minimum of 120 and a maximum of 190, increases operators' license fees to 50 cents for persons under 18, over 18 to \$1.00 and chauffeurs to \$1.50. The act also regulates the use of the public highways, provides for the punishment of persons violating its provisions and appears calculated to cover all phases of the use of the highways and means for the protection of the traveling public.
10. Chapter 20925 provides for the assignment of a motor vehicle license plate of a selected number upon payment of \$1.00 additional fee. The additional fee is appropriated to the State Welfare Fund.
11. Chapter 20911 exempts farm tractors and trailers from the payment of registration fees when operated on farms, groves or orchards or when going to or from their headquarters to such farms, groves or gardens.
12. Chapter 20958 relates to the supervision and control of motor vehicles used for hire.
13. Chapter 20919 is along the same line as Chapter 20210, above, and provides for the fees and taxes imposed to be paid over to the fund for the aid of dependent children.
14. Chapter 20912 also relates to the operation, licensing and taxing of certain motor vehicles.
15. Chapter 20214 establishes the Florida Defense Force and is one of a group of measures enacted in the interest of National Defense. It authorizes the governor to organize in the several counties defense forces in accordance with Federal requirements.
16. Chapter 20213 authorizes the governor to create a State Defense Council to assist in co-ordinating State and local activities affecting National and State Defense.
17. Chapter 20215 regulates the manufacture, sale, use and possession of explosives.

ture, sale, use and possession of explosives.

18. Chapter 20216 outlaws the Communist party and other subversive organizations.

19. Chapter 20249 relates to the creation and operation of housing authorities in Florida to cooperate with the Federal Housing Authority in the matter of safe and sanitary dwellings for persons engaged in National Defense activities.

20. Chapter 20252 defines and provides for the punishment of acts of sabotage.

21. Chapter 20300 provides for a broadening of the base of credits to which the several counties of the State are entitled in the distribution of the second gasoline tax by adding to such credits, contributions toward the construction of roads which have become a part of the State system of roads up to July 1, 1941.

22. Chapter 20301 provides for the continued participation of the several counties and districts in the distribution of the second gas tax until all interest as well as principal of all bonded debts is paid.

23. Chapter 20302 provides for the application by the Board of Administration of all funds credited to the several counties and districts from the second gas tax to the retirement of the bonded debt of all counties and districts, and is one of a series of acts, the others being Chapters 20300, and 20301, above, all calculated and intended to retire all outstanding obligations of the counties and districts created for road construction purposes out of two cents of the second gas tax, leaving the remaining one cent, less 20 percent, available for road construction by the State Road Department in the counties to which credits are set up under previous statutes—the 20 percent to be available to the respective boards of county commissioners for county road purposes.

A companion measure to those just above mentioned was a constitutional amendment which will, if adopted in 1942, permanently pledge the two cents of the second gas tax for the above purposes for a period of 50 years, by the end of which time it is expected all outstanding indebtedness of counties and districts for road purposes will have been retired.

New Speed... New Rules...

SAFETY on the highways is not so much a matter of speed as it is of careful and competent driving, according to deliberations of officials of the State Highway Patrol and members of the State legislature which has increased the legal daylight pleasure car speed on highways from 45 miles per hour to 60 miles per hour.

At the same time legislature enacted general highway traffic regulations.

Highlights of the regulatory measure are:

State Road Department may adopt sign manual.

Grants authority for the State Road Department to prepare or adopt uniform manual of specifications for traffic control devices.

Grants permission to State Road Department to place and maintain traffic control devices upon State highways outside of municipalities.

Requires obedience to traffic laws by all operators of vehicles except emergency vehicles on emergency call.

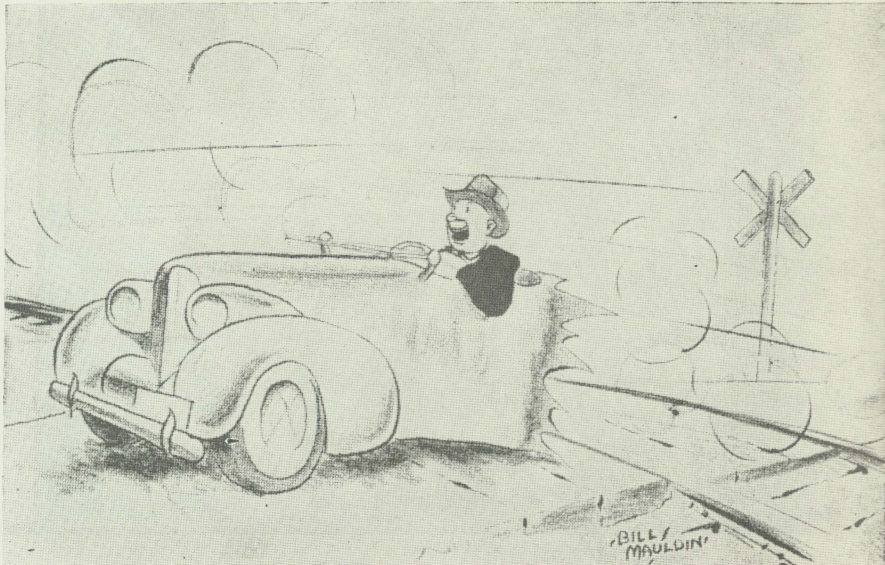
Describes meanings of colors used in traffic control signals.

Requires operators, upon being involved in an accident, to stop at the scene of the accident and make their identity known and to render reasonable assistance if necessary.

Requires operators, when involved in an accident involving personal injury or death, immediately to notify nearest police authority.

Requires coroners, upon learning of the death of a person in an accident, to notify nearest police authority.

Requires drivers, involved in accidents where death, personal injury or property damage over \$50 results,



"Close one, wasn't it, fellows?"

—Arizona Highways.

to forward report to State Department of Public Safety.

Requires Department of Public Safety to furnish accident report forms.

Makes operators' accident reports confidential and not usable in court.

Provides authority for cities to require accident reports by operators involved in accidents within cities.

Driving while under influence of intoxicating liquor or narcotic drugs, negligent homicide and reckless driving and provides punishment for these three offenses.

Provides following speeds:

- Pleasure vehicles, 25 miles per hour in business or residential district; 60 miles per hour on open highways; 50 miles per hour on open highways at night.

A woman should hold onto her youth but not while he's driving.

Trucks (over 8,000 pounds), 25 miles per hour in business or residential districts; 50 miles per hour on open highways; 25 miles per hour on open highways at night.

Maximum limit of 40 miles per hour for school buses on open highways; 25 miles per hour in business or residential districts.

All speed limits, except school bus, are prima facie limits.

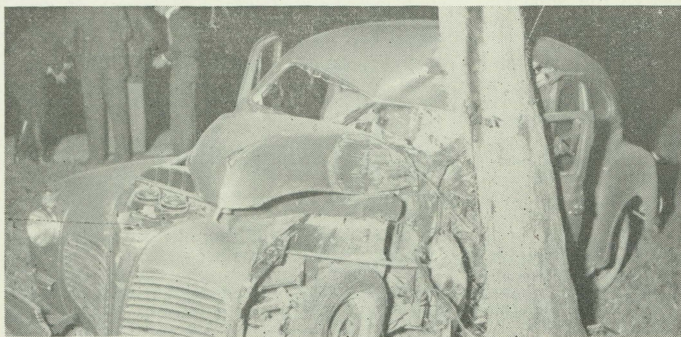
Making operation of a vehicle at such a slow rate of speed as to be a hazard, a misdemeanor.

Granting authority to State Road Department to "zone" locations on highways outside of municipalities for reduced speeds.

Provides for lawful movement of traffic concerning passing, overtaking and requiring trucks to keep 150 feet apart on open highways.

Defines proper method by which

(Continued on page 38)



The driver of this car apparently went to sleep and ran off the road. His body was found by a State highway patrolman jammed between the steering wheel and the seat.

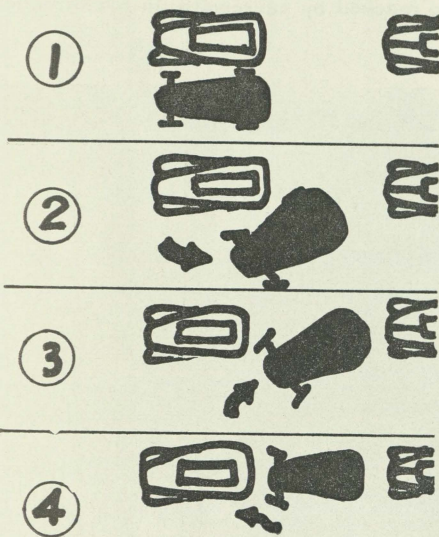


Here is the result of a motorist driving under the influence of liquor. He was on the left side of the road, hit two cars, killed two people.—Photos by State Highway Patrol.

How's Your Parking?..

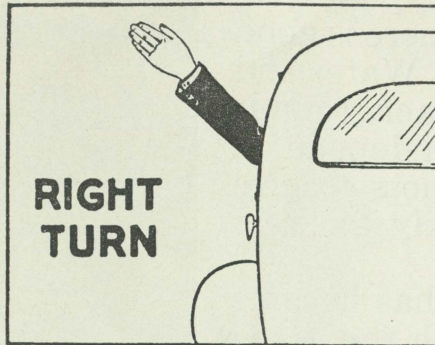
UP in St. Louis high schools have a driving course which requires students to drive 20 miles an hour between two standards with six-inch clearance at each side, come to a stop 30 feet beyond with the car's front wheels resting on two lines eight inches long and four inches wide. A milk bottle on the running board must remain there intact.

Another test is to park a car measuring 12 feet overall into a 15-foot parking space between two cars with one "cut" ending six inches from the curb. Curb or either parked car is to be untouched.

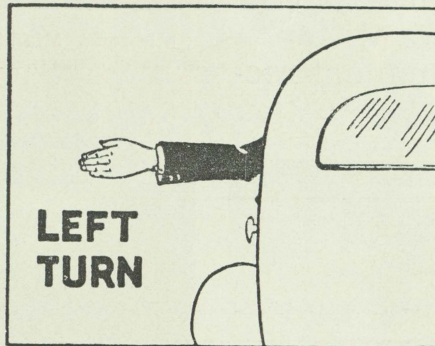


Try this with your car. But first study the accompanying diagram which gives the movements involved in parking parallel along the curb between two cars. Practice makes perfect in parking as well as other things.

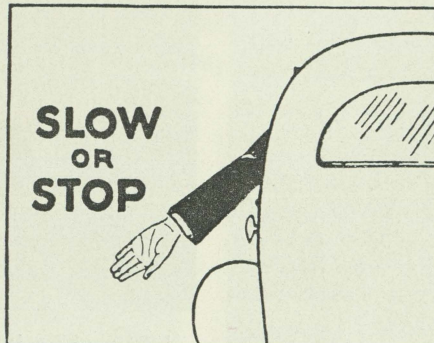
Here's what to do. Stop about 24 inches away from the front car with the back of your car even with the back of the front car. Back slowly and at the same time turn the steering wheel rapidly as far as possible to the right. When car has reached an angle of approximately 45 degrees with the curb, or when the left rear fender of your car is about the same distance from the curb as the left front fender of the car behind and the front bumper of your car will clear the rear bumper of the car ahead, turn the steering wheel rapidly as far as possible to the left. Continue to back slowly as space permits until your rear or right front wheel touches the curb. Straighten up and drive ahead to equalize distance between parked cars.



**RIGHT
TURN**



**LEFT
TURN**



**SLOW
OR
STOP**

USE THESE HAND SIGNALS

Clean Rear Window Is Important For Safety

It is just as important to have a clean rear window as a clean windshield for night driving, according to *The Palmetto Patrolman*, official publication of the South Carolina highway patrol. Dirty glasses in the car decrease driver visibility and cause oncoming headlights to glare.

"It's the little things that cause the big accidents," says the magazine.

From June 17, 1939 to September 30, 1940, 71,102 persons took the examination given by the highway patrol. Of this number 56,207 passed and 14,865 failed. — *Kentucky Highway Patrol*.

Most Dangerous Time

Four p. m. to 4:59 p. m. is the most dangerous time of the day in North Dakota traffic, according to the report of the North Dakota highway patrol. Sunday is the most dangerous day, October the most dangerous month, gravel the most dangerous road and "clear" the most dangerous weather.

Mississippi Rebuilding Highway Along Gulf

Travelers west will be interested to know that the Mississippi State highway department is reconstructing U. S. Route No. 90 through Harrison County.

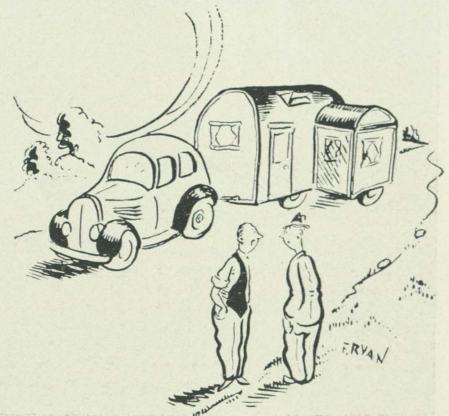
This is the highway that runs the length of the county within a few feet of the Gulf of Mexico, offering great scenic beauty.

The two lanes (24 feet wide) of the highway are separated by a parkway, but stop bays are provided and the surface is finished with emulsified carbon black to cut down glare at night. Removal of power lines which spanned the highway has been accomplished through cooperation of the Mississippi Power Company.

Public Health Stressed

Public health as a part of the National Defense program is being stressed in a nation-wide fruit and vegetable sales drive staged by one of the great merchandising chains, with Florida producers cooperating.

The movement, according to Dr. Wilmon Newell, provost for agriculture of the University of Florida, is designed to promote the marketing of fruits and vegetables in the interest of public health.



"It's a Guest Room."

—California Highway Patrolman.

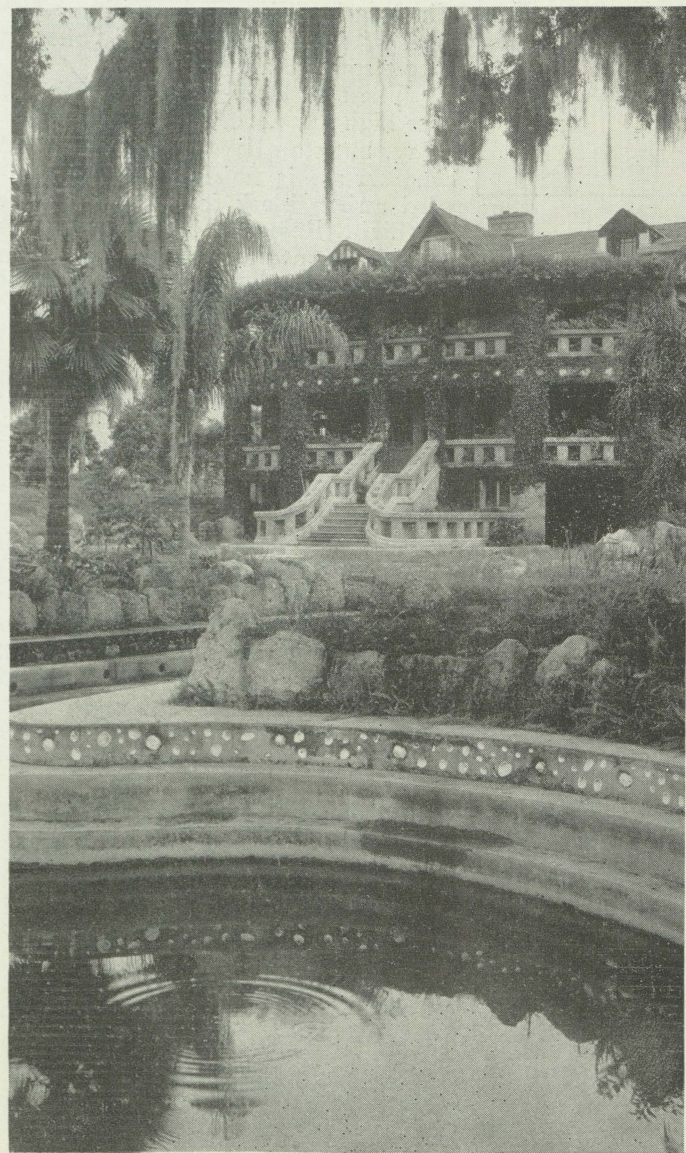
Camera Touring

FLORIDA is the amateur photographers' paradise. Always there is good light on interesting subjects. Water and sky combine for attractive backgrounds while the snapshot artist can depend on palm fronds and Spanish moss to give the lacy effect which quickly answers the question of geography.

Camera touring Florida has become a popular pastime and, with the many picture magazines, sometimes proves profitable. Take your camera with you this summer and keep a permanent record of your travels.



Mid-town Miami looking eastward to Biscayne Bay from airplane, Miami Beach, reached by causeways, in background.



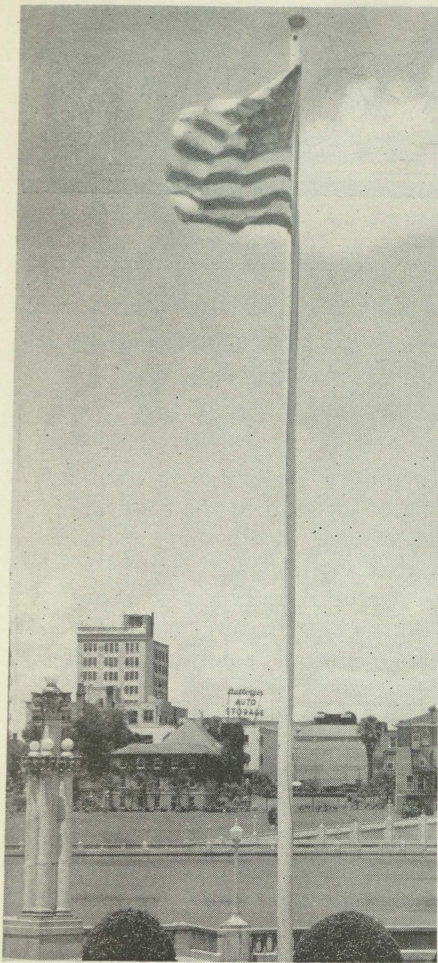
Conrad Schuck's Wonder House at Bartow, native city of Governor Spessard L. Holland and Polk County seat.



Lily pool in Jungle Gardens, near Vero Beach, which has introduced large colony of monkeys, orchid plants.



Aerial view of downtown Jacksonville, showing immense waterfront facilities for shipping Florida goods.



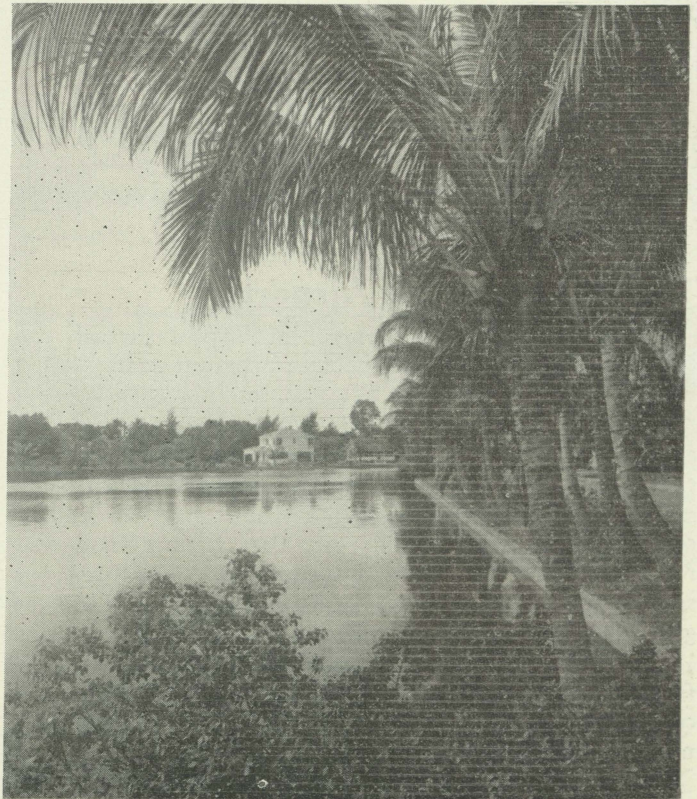
This flag greets motorists entering Lakeland on U. S. Highway No. 92.



First Street, Fort Myers, famous throughout world for its majestic Royal Palms.

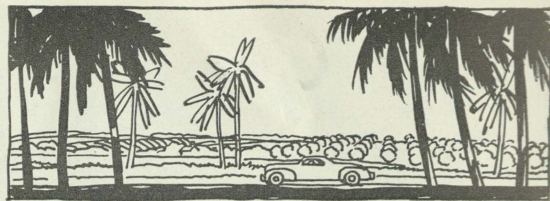


Dora Canal, near Tavares, connecting Dora and Eustis, two of the 1,400 clear fresh-water lakes in Lake County.



Peace and quietude on Weir's Creek, one block from Highway 41 at Bradenton, progressive Manatee County seat.

KNOW FLORIDA



FLORIDA citizens are not sufficiently acquainted with their State to efficiently perform their duties as private information bureaus to visitors, according to the State chamber of commerce which is this year celebrating its silver anniversary.

Carl D. Brorein, president and Harold Colee, vice president and general manager of the State chamber, this year initiated a new system of knowing Florida by urging citizens to become better acquainted with their own home towns.

"I know that it doesn't sound right to say that we are terribly short on Florida facts, but we are," said Brorein recently. "The State moves rapidly. To keep up with it statistically, one must tabulate credits and debits almost daily. Mainly credits, I am glad to report.

"We need to improve our factual data collecting mechanics. I ran head on to this situation in my work on the State defense council. The State chamber is eternally being asked for figures by manufacturers, potential farm settlers, vacationists, educators and by governmental agencies.

"That organization in January set up, or rather revitalized its fact-finding division, and it is receiving splendid help from all parts of the State. Yet, we feel that greater efforts must be made.

"The nation is faced by an emergency today which is greater than at any previous time in its history. Today—every saw, every hammer, every tool counts. This is but a sample.

"Therefore, if our community leadership will undertake the assembling of facts, the work involved will bring many returns in dollars, and in the satisfaction which comes from economic and cultural advancements such a survey will almost certainly reveal."

Traffic Control at Airports

Importance of traffic control at airports which are being used in the national defense program is illustrated in the order of Inspector W. H. Hutchins of the Civil Aeronautics Board to officials of the Peter O. Knight airport, Tampa, to install a control system or suffer closure of the port to commercial planes. Needless to say Tampa officials immediately took steps to remedy conditions, mindful of the fact that Birmingham and Miami airports had been suspended by the board for similar conditions. Miami quickly responded and was granted a temporary permit.

Federal requirements include installation of a "traffic cop" at approved fields requiring a staff of five men costing approximately \$10,000 per year after equipment costing \$6000 had been put in.

Peter O. Knight airport has 24 scheduled takeoffs and landings every day and a plane arrives or departs there on an average of every one and one-half minutes.

DO YOU KNOW FLORIDA?

A score of 10 rates you an A-1 FLORIDIAN; 8, a GOOD FLORIDIAN; 6, just a FAIR CITIZEN; less than 5, a person who needs to study his State.

1. Where is the largest cane sugar mill in the United States?
2. What Florida county maintains its own fish hatchery, the only one of its kind in the country?
3. What portion of the gasoline tax paid by Floridians goes into road building?
4. What discovery gave Florida a new industry utilizing one of the State's chief natural resources?
5. What Florida memorial community offers homes to retired ministers?
6. Where is the largest naval stores terminal in the world?
7. What community advertises "Winter or Summer there is only one _____ Beach?"
8. Which is the farthest south, Florida's northern boundary or California's southern boundary?
9. What city in Florida is known as "The Annapolis of the Air?"
10. What Florida city is famous for its avenue of royal palms?

(Answers on Page 37)

Americanism Course For Children

Florida school children will receive a course in Americanism under a request to Superintendent Colin English from the Florida legislature.

General objectives of the course are:

- "1. Developing in young Americans a knowledge of the basic elements and principles of the fundamental institutions of our American democracy;
- "2. Developing an understanding and appreciation of the advantages of living in a democracy;
- "3. Awakening of a respect for our fathers, who, through sacrifice and struggle, have devoted their lives to the building of our democracy;
- "4. Providing a knowledge of the origin and development of the democratic ideal and to arouse and strengthen an appreciation of, and a positive love for, that ideal;
- "5. Developing those character traits which are desirable in a good American citizen;
- "6. Developing a thorough understanding of the meaning of democracy to the end that American youth shall be able to resist the false claims of propagandists who seek to undermine our American institutions;
- "7. Awakening a desire to invest one's best thought and work in improving our American way of life."

Road Committee Continued...

WORK of the Committee on the Road Program of Florida, started under a resolution passed by the 1939 legislature, will be continued in 1941 and 1942. The legislature concurred in the opinion of the House Committee on Public Roads and Highways that the study should be continued.

The resolution offered by the committee follows:

"Whereas, the report of the Committee on the Road Program of Florida, submitted to this session of the legislature pursuant to Senate Concurrent Resolution No. 19 of the 1939 session, discloses that its duties as outlined in Senate Concurrent Resolution No. 10 of the 1937 session, and continued by Senate Concurrent Resolution No. 19 of the 1939 session could not be completed owing to the fact that since said committee was created the national defense program has disrupted the normal State road program; and

"Whereas, the program covering national defense requirements as they relate to State highway needs has not developed to the State where such plans can be coordinated with a complete State highway program; and

"Whereas, said committee has assembled a large volume of valuable data and made thorough studies which fit it to continue the work for which it was created and continued by the above designated resolution; and

"Whereas it is deemed advisable to have the committee continue its work and make a final report to the 1943 session of the legislature:

"Now therefore, be it resolved and enacted by the legislature of the State of Florida;

"Section 1. That the Committee on the Road Program of Florida be and it is hereby authorized to continue its studies and investigations as outlined in Senate Concurrent Resolution No. 10 of the 1937 session of the legislature, and continued by Senate Concurrent Resolution No. 19 of the 1939 session, with the same powers and duties, except that it shall file its final report at the 1943 session of the legislature.

"Section 2. That the committee shall hereafter consist of thirteen (13) members viz: The chairman of the State Road Department, who shall be chairman of the committee; six members of the State Senate, including the two senators who are now members of the Senate and who were members of the committee under said Senate Concurrent Resolution 19, and four other senators who shall be appointed by the president of the Senate so that there will be one member from each of the six congressional districts, assuming a sixth congressional district is created; if not, one of the four senators shall be appointed without regard to the five congressional districts; and six members from the House, consisting of the speaker of the House and the four representatives who are now members of the House and who were members of the committee under said Senate Concurrent Resolution No. 19, and one other member who shall be appointed by the speaker from the existing Third Congressional District.

"Section 3. The committee shall have authority to em-

ploy such assistance, clerical or otherwise, as is deemed by it necessary. The members of the committee shall serve without salary, but they shall be reimbursed for actual expenses incurred as is approved by the committee and certified as approved by the chairman.

"Section 4. There is hereby appropriated out of the State road license fund the sum of \$10,000.00 to be used for the purpose of the resolution as hereinabove set out, and the total expenditures of the committee as such are expressly limited to that amount.

"Section 5. This resolution shall take effect June 15, 1941."

Memorializing "Old Spanish Trail"

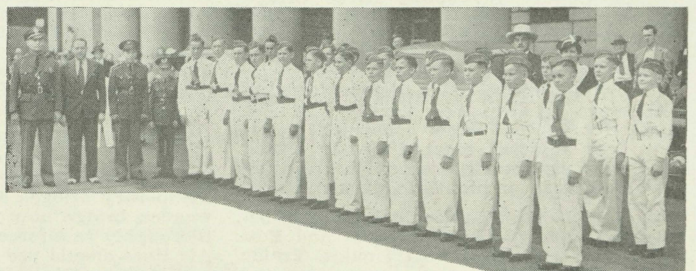
Congress has been memorialized by the State legislature to place markers on "Bellamy Road," connecting Pensacola and St. Augustine, most of which is now included in the "Old Spanish Trail," or U. S. 90.

The highway was the first to extend across the State and it has played an important part in Florida history and development. Along it occurred some of the most interesting of the events which form the State's background. It was the first road in the State to receive Federal aid in reconstruction.

Community Life and the Army

Jacksonville citizens have a better understanding of the needs of soldiers on leave than those of most other cities, according to Col. Oswald W. McNeese, public relations officer of Camp Blanding, in a recent address before the American Legion luncheon club of that city.

"This country will have a standing army for a long time," Col. McNeese said. "Soldiers and sailors will become a part of the community life of cities near service centers. Other cities can take a lesson from Jacksonville in the absorption of military personnel in community activities."



Here are members of the county schoolboys' safety patrol at the terminal station in Jacksonville ready for their annual trip to Washington. While on the trip to the national capital the Florida boys placed a wreath on the tomb of George Washington. The wreath, presented to the patrol by Mrs. Thomas P. Denham, Jacksonville, was made of Japanese persimmon leaves, with red, white and blue colors provided by carnations, iris and gladioli.

A Place To Fish and Hunt...

THE working man who likes a mess of bream with hushpuppies and black coffee has as much right to a place to fish and hunt as the man who can afford expensive tackle and private grounds.

This feeling, expressed by Spessard L. Holland when he was a candidate for governor, in connection with his sponsorship of public hunting grounds, started on its way to fulfillment last month with the announcement of decision by Attorney General J. Tom Watson that the State Game and Fresh Water Commission has the right to develop and open such areas.

Due to the fact that the State now owns no tracts large enough for development as public hunting grounds, the commission asked the attorney general for an opinion on the legality of purchase of a 64,000-acre tract in Charlotte County.

Under the Patman-Robinson act of Congress, the Federal Department of Interior may cooperate with a State and supply 75 percent of the

financing of such a tract for development for that purpose.

The tract in question—the commission has taken no action on the purchase—would cost \$192,000, \$48,000 down and \$28,200 annually. The Federal apportionment for Florida, if some project is set up to use it, is \$31,000 for 1942 and \$37,000 for 1943.

The commission, supported entirely by sale of hunting and fishing licenses, expends 81 percent of its funds for conservation agents throughout the State. It would have to make up the difference between any annual payment contracted and the amount coming from the Federal government.

Wins First Honors

West Palm Beach wins honors as first in the nation to organize a civilian air defense squadron. It has 76 members and was organized on May 28. Capt. Wright Vermilya, Jr., is commander. The equipment includes 27 planes.

Air Spotters

Two hundred thousand civilian men and 50,000 civilian women of the Southeastern section will be trained to perform volunteer home duty in "spotting" hostile air forces in the event of war, according to Brig. Gen. Walter Frank, commander of the third interceptor force at Tampa.

Hours Reduced

Small wage earners employed by the State received a "break" when legislature passed a 55-hour week for State road department and State institution workers. The measure will occasion a \$40,000 payroll increase for the State road department, while the increase in State institutions payroll will be about \$20,000.

The 20 percent of Florida rural roads under jurisdiction of the State Road Department accommodates 77 percent of the total rural traffic.

JULY ROAD DETOUR BULLETIN

By THOMAS A. JOHNSON, CHAIRMAN

Fla. Road No. 2

Lee County—Bridge under construction at Billys Creek, Ft. Myers. Traffic will detour over adjacent streets. Three months.

Fla. Road No. 3—U. S. Highway 17

Duval County—Closed between Jacksonville and Yulee except for local traffic. Through traffic directed via Callahan over Roads No. 4 and No. 13. Two months.

Fla. Road No. 4—U. S. Highway 1

Duval County—St. Johns River Bridge opened to traffic July 4, 5 and 6, and then closed until July 18.

Fla. Road No. 5—U. S. Highway 41

Charlotte County—Two sections totaling 2,665 miles between Lee County line and Punta Gorda. Road under construction. Detour over adjacent marked detour during daylight hours; traffic proceed with caution over main road at night. Three months.

Lee County—Road under construction between Weavers Corner (Rd. 183) and Edison Bridge (Ft. Myers) 1,727 miles. Traffic proceed with caution and observe warning signs. Three months.

Fla. Road No. 13

Duval County—Between Baldwin and Bryceville will be closed at intervals to permit placing of media strip. Detour State Road No. 1 to Otis. State Road No. 348 to Bryceville.

Levy County—No detours. Possible short delays due to surface treatment. Two months.

Fla. Road No. 23

Hillsborough County—Road under construction from Plant City to Pasco County line, 9.75 miles. Northbound traffic proceed via State Road 17 to junction with State Road 156, thence via State Road 156 to State Road 23 at Zephyrhills. Southbound traffic reverse the above. Three months.

Fla. Road No. 24—U. S. Highway 192

Brevard County—Indian River Bridge at Melbourne. Paving complete on hydraulic fills. Temporary bridges to draw span. Temporary bridges and the part of the old wooden bridge now being used, have been thoroughly re-inforced. Heavy traffic to the Air Base should use this bridge. Eau Gallie and Banana River Bridges not able to carry this heavy traffic.

Fla. Road No. 25

Hendry County—Road under construction from LaBelle to Lee County line, 9.513 miles. Traffic urged to obey detour signs as this road is closed to traffic at certain periods.

Fla. Road No. 27—U. S. 94

Collier County—From Naples to six miles east. Reworking present base. No detour provided. Traffic moves under direction of flagmen during construction.

Fla. Road No. 27—U. S. Highway 94

Collier County—Bridges approximately 60 miles west of Miami. One-way detour bridges provided, approximately 75 feet in length. Proper signs direct traffic.

Dade County—From Miami city limits west ten miles. One-way detour provided along project with signal lights governing traffic. Length of detour is approximately one half mile on the west end of the project. Contractor is providing all necessary means of keeping traffic moving.

Fla. Road No. 36

Citrus County—Detour proposed overpass south of Inverness. Detour from end of

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pavement Road 36 to junction of Roads No. 36 and No. 5 south of city limits of Inverness. Length 0.5 miles, dirt road, fair condition. Time indefinite.

Fla. Road No. 55

Lake County—Detour construction work south of Clermont.

Fla. Road No. 62

Santa Rosa County—Between Cold Water Creek and Road No. 37. Six-mile detour over county roads. Fair condition. (During July.)

Fla. Roads No. 68 and No. 139

Clay and Duval Counties—Gold Head Branch Park to Jacksonville. Short delays to traffic due to surface treatment. No detours.

Fla. Road No. 79

Polk County—Road under construction between Hillsborough County line and Mulberry, 5.584 miles. Through traffic detour via Lakeland. Five months.

Fla. Road No. 85

Martin County—From three miles east of Indiantown to 11 miles east between Indiantown and Stuart. Through traffic routed via Road No. 29, Indiantown to Jupiter, and Road No. 4, Jupiter to Stuart. Local traffic will use one-way trails paralleling the project on the right-of-way.

Fla. Road No. 119

Brevard County—Indian River Bridge at Titusville. New paving on fill open to traffic as far as temporary bridges will permit. Traffic is warned to watch out for temporary bridges and ramps.

Fla. Road No. 140

Brevard County—Between Cocoa Beach and intersection of Road No. 70. Traffic warned to proceed with caution. South one-half mile as yet unpaved. Two months.

Fla. Road No. 162

St. Lucie County—Bridge over Indian River at Fort Pierce. No detour bridge provided. No auto traffic. Pedestrian traffic by ferry provided by the city of Fort

Pierce. Bridge will be open to traffic before end of next reporting date.

Fla. Road No. 164

Collier County—From Immokalee to 10 miles south. No detours provided. Traffic will use grade while under construction, contractor providing necessary means of keeping traffic moving.

Hendry County—Road under construction from point seven miles south of LaBelle to point 12.2 miles, south 5.226. Road open for light traffic only and it to proceed with caution. Two months.

Fla. Road No. 352

Leon and Gadsden Counties—Bridge over

Ochlockonee River project closed to traffic. No ramp on east end of river bridge. Ramp will be completed in near future.

Fla. Road No. 500

Leon County—Two miles west of airport to Road No. 76, to Tallahassee. Ten miles of dirt road, bad in wet weather. Through traffic between Tallahassee and Bristol via Florida 12 and U. S. 90.

Taylor County—Closed except to local traffic between Tennile and Salem. Through traffic routed between Perry and Williston via U. S. 41 and Fla. 5-A through Mayo, Branford, High Springs and Archer. Six months.

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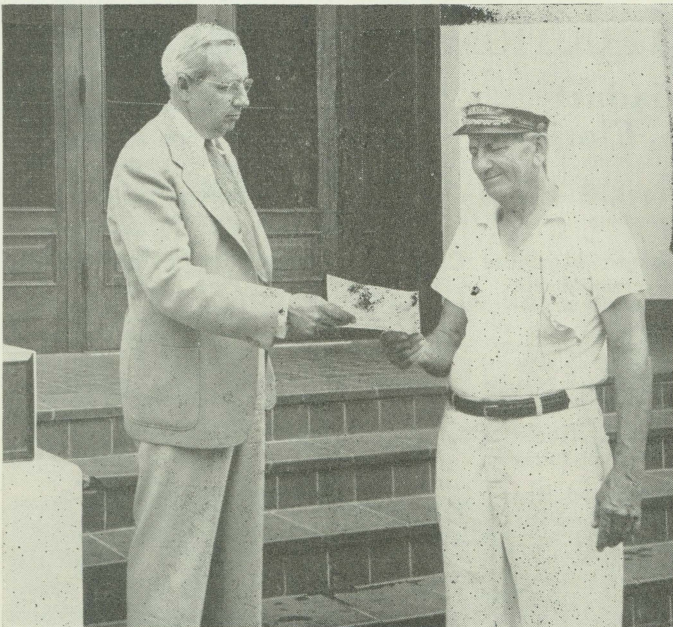
AMERICAN people must be united and prepared to meet any eventuality that may overtake us, said Dr. Walter J. Matherly, dean of the college of business administration of the University of Florida in a recent address.

"We must be able to defend not only our own democracy but all the other democracies of the Western Hemisphere," said Dean Matherly. "We must continue to expand our Army; we must complete our two-ocean Navy; we must perfect our naval and air bases far out in the Atlantic. In short we must be equipped to meet almost any eventuality that may overtake us. That means that the Nation must be united, that it must stand solidly back of whatever program is finally adopted, that its entire population as well as its leaders and armed forces must function together in the realization of common ends. War today is total war."

Guard against propaganda purveyors, warns the educator. "We will have more subtle suggestions hurled at us by the appeasers, by undercover fifth columnists, by defeatists, by interventionists, by isolationists and by other partisans galore," he said.

Individuals, says Dean Matherly, must display their faith in the eternal rightness of the ways of democracy. The civil and political rights of the people of the United States are worth preserving and fighting for, he asserts, declaring that "we are only at the very beginning of our quest for a better order of things."

Replacing of wooden bridges with concrete spans on the Overseas Highway linking Key West with the mainland is a military necessity, according to Capt. R. C. Crenshaw, Key West Naval Station commandant.



Ivan E. Yeffich, of Leesburg, and a veteran of the Serbian army and born at Stepojvoc, Serbia, buys first defense bond sold in Lake county from Justin Langille, Secretary-Treasurer of the First Federal Savings and Loan Association, Leesburg.

The Time of Decision

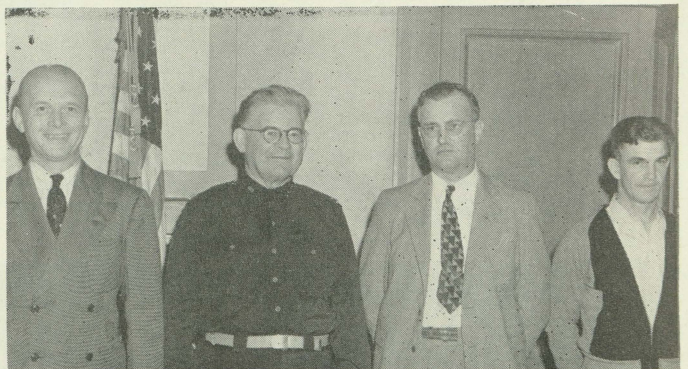


—Herblock (NEA) in Orlando Sentinel.

MacDill Field Ranks Highest

MacDill Field (Tampa) has received the highest morale rating of all Army posts, according to Col. H. H. Young, executive officer, to the Tampa Rotary club.

MacDill, originally planned for 2,000 men, now has 5,000 and will receive 7,600, according to the officer who stated that the high rating given the post is largely due to the cooperation shown by citizens of Tampa in providing proper recreation and entertainment for the men.



To Lake County went the honor for organizing Company One, Florida Defense Force. Officers of the company (above, left to right) are: 2d. Lt. Charles E. Crozier, Clermont; Major Thomas B. Sparkman of the Adjutant General's office; Capt. Don A. Smith, Clermont, and 1st. Lt. F. M. Mayo, Tavares.

Flag of Liberty

Gleaming stars and crimson bars,
Emblem of the Free;
No foe near or far shall ever mar
Our Flag of Liberty
As our fathers fought for you,
So will we, Red, White and Blue;
Fly on high to God's blue sky,
Flag of Liberty.

—Maude Johnson Howe.



"Flag of Liberty," new patriotic song, was written by Maude Johnson Howe of Bartow, native city of Governor Spessard L. Holland, and was first sung publicly last month. The composer will donate half of the proceeds from the song to National Defense projects. These words of the song are presented with a photograph of the national emblem carried by the regimental color bearers of the Thirty-First (Dixie) Division in parade at Camp Blanding.

Confidence Warranted

Confidence of the people of Florida in keeping Treasurer W. V. Knott in office for three terms was well placed, according to Governor Holland, commenting on the report of a State auditor who checked the former treasurer's accounts following his retirement from office. The report shows that Knott handled more than \$83,000,000 annually in State funds and millions in county bonds without a "bobble" in accounting.

Civilian Fingerprints

State Defense Council has started a movement to fingerprint all Floridians for the civilian files of the Federal Bureau of Investigation.

"It is a patriotic duty and opportunity," said Dr. G. S. Osincup, head of the health and housing division. County councils will have charge of the work.

Dymond President of FCS

R. S. Dymond, Daytona Beach, was elected president of the Florida Commercial Secretaries at their meeting in Key West.

Cliff Davenport, Tallahassee, was named vice president, Carter Bradford, Orlando, secretary and treasurer.

Directors include T. T. Hatton, Bartow, H. B. Kraft, Stuart, S. C. Singleton, Key West, W. T. Simpson, Fort Myers, R. L. Ray, Palm Beach, and Mrs. Hazel Williams, Arcadia.

New Road To Drew Field

Hillsborough county commissioners are constructing a new road to Drew Field in response to a request from Lt. Col. Melvin B. Asp, commanding officer. It will eliminate what he declared to be a "serious handicap to emergency construction traffic."

Big Enough To Handle Job

(Continued from page 15) much confidence and respect. The industry will be in safe hands as long as the 11 men of the new group are members of the commission. They are men of experience who are known for their fairness, and it is confidently believed they will be thoroughly impartial in their deliberations."

Tampa Tribune, June 13: "... The new citrus commission he (Governor Holland) has appointed is strong, representative, and comes as close as possible to being nonpolitical. From all appearances these prominent and influential citrus men have received their appointments without any strings. This does not, however, minimize the seriousness of the job ahead. The new commissioners assume office at one of the most critical periods in the history of Florida citrus. They begin their duties at a time when the future of the commission itself is at stake, and they will find industry problems multiplied because of traffic and transportation questions created by the national emergency."

Fully cognizant of "the seriousness of the job ahead," as stated by the *Tampa Tribune*, Chairman Tom Swann in his opening message at the Lakeland meeting said: "We are facing an enormous task—a dual task. We must improve the market for Florida citrus fruit and win the confidence of those who support us."

Road Advertising Will Come Under Department Chairman

Duties of the chairman of the State Road Department will include the administration of the 1941 Florida Outdoor Advertising Act providing for licensing persons who engage in the business of signboard advertising outside the corporate limits of cities and towns and requiring permits for the erection of advertising structures in those areas.

The new legislation had the backing of the Florida Federation of Garden Clubs, which last month installed Mrs. W. H. Covington, Tallahassee, as president. Chairman Thomas A. Johnson has been assured of the cooperation of this organization in the administration of the act as well as in the beautification of the State's highways.

Mrs. Covington has been chairman of the Federation's roadside development committee for several years and the membership is looking forward to great expansion of highway beautification during her administration.

Persons affected by the Outdoor Advertising Act have until September 23 to comply with its provisions. A copy of the act may be had by application to the chairman of the State Road Department.

Palatka Airport Being Pushed

Palatka's new airport is being pushed to completion under direction of City Manager G. D. Bogue. It will comprise 550 acres and have three paved runways 100 feet wide and 3,500 feet long. They will form an equilateral triangle.

Concrete grips tire in emergencies



When you've got to stop—**quick**—you're thankful for the way concrete grips tires. But concrete's all-around safety for highways and streets is not limited to emergencies, nor does it depend on one factor alone.

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- Its **flat crown** makes the whole road surface usable; discourages the tendency of drivers to hug the center line.
- And concrete's **uniformity** is a quality motorists can depend on—**uniform safety**, mile after mile, year after year.

No community need forego the safety of concrete roads and streets. Moderate first cost, low maintenance and long life make concrete a true "low cost pavement."

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The Florida Everglades

(Continued from page 9)

General Taylor and his men found traces of the Indians as they advanced into the interior. On the third day of their march, they had conclusive evidence that they were near the principal force of the enemy. The Seminoles were cautious; keeping far enough ahead to be out of gun range, they passed through swamps, hammocks, and prairies, followed by troops doggedly trying to bring them to action. The Indians, however, were unwilling to risk an encounter so long as the United States forces could use their mounted men to advantage.

On Christmas Eve, 1837, the weary troops camped for the night in the deep recesses of the Indian territory. Here, despite the necessary patrols and the doubled sentinels, the men slept uneasily upon their arms; awaiting, even in sleep, an expected alarm. The alarm did not come, however, nor did it come in the early morning of that next day.

Again in motion, the troops shadowed the Indians determinedly. When the Seminoles left a swamp, Taylor and his men entered it. When the Seminoles entered a hammock, the troops were in close pursuit. A palmetto leaf was found with a drawing on it of two muskets, muzzle to muzzle. It had been left by the Indians with the intention that it should be picked up by their pursuers.

Battle of Okeechobee

At last, the Indians took a stand in a large cypress swamp fronted by an immense sawgrass slough. Through the middle of it flowed a sluggish stream, impassable for the horses and nearly so for the men. In this swamp, bordering the northeastern side of Lake Okeechobee, the Indians had chosen the most advantageous ground for the encounter. They knew it would be necessary for their pursuers to abandon the horses and most of the baggage. This was done and the animals and baggage were placed under guard in a nearby pine forest. The battle of Okeechobee was about to begin.

Quietly the sun shone upon two files of determined men descending into the slough. One was composed of volunteers and the other of regulars. Steadily they went forward until the far side was reached in safety. Not a shot had been fired. There was not an Indian in sight and the stillness was unbroken even by the faintest rustle in the forest before them.

Suddenly as the volunteers in the

HOLLAND ARRANGEMENT SAVES 'GLADES MONEY

Seventeen million dollars worth of indebtedness will be settled by an arrangement engineered by Governor Holland under which the Reconstruction Finance Corporation assumes the Everglades drainage district's \$5,660,000 refunding bond issue.

Through this arrangement the RFC becomes sole creditor of the district. The bonds will bear 4 percent interest and mature serially in three to 33 years.

Existing original bonds, judgments and other claims will be wiped out by the refunding loan. Delinquent taxes of about \$20,000,000 against property in the district will be cancelled. Under the new taxing rates delinquent property owners will pay two years' taxes in settlement of all delinquencies. Future annual taxes will be about one-third of the current levies.

A period of rapid development in the Everglades district was predicted by Governor Holland when he announced the consummation of the arrangement. The project was handled by M. Lewis Hall, Miami attorney, acting as the personal representative of Governor Holland.

front line approached the thick hammock bordering the slough, the quiet ended with a devastating burst of gunfire. At point-blank range, the Indians led by Sam Jones, Wild Cat, and the Prophet riddled the line of volunteers. The remnant scrambled to the rear of the regulars but did not remain there as ordered. Instead they recrossed the slough to comparative safety, and no amount of persuasion could induce them to return.

Regulars Continue Advance

Undaunted by the complete rout of the volunteers, the regulars continued to advance. On reaching the hammock, they too, were met by a murderous hail of bullets. Their commander was killed, every officer with one exception was wounded, and most of the non-commissioned

officers were killed or wounded. Only four men of that portion of the regiment were untouched.

With this ruinous beginning, the battle continued for three hours and ended with the natives having been driven from the field into the dense growth surrounding. The Indians had lost only 13 killed and 19 wounded, while 27 had been killed and 111 wounded of the American forces.

Meanwhile, the Indians had vanished completely. The sad task of carrying the dead and wounded back across the slough began and continued into the following day. The dead were buried among the pines. Litters of poles and dry hides had to be made for the wounded, before the 150-mile journey back to headquarters could be attempted.

Endure Hardships

This battle was the forerunner of frequent scouting parties into the Everglades. Soldiers on active campaign in the Indian territory often experienced almost unendurable hardships. Unaccustomed to the climate, they were faced with pursuing the enemy into an unexplored wilderness, in places nearly impassable. It was the first instance in authentic history of a nation employing an army to explore a country; "—for," wrote Major General Thomas S. Jesup, "we can do little more than explore it—."

The soldiers lacked both comfort and convenience. Day after day, they waded through muck, water, sawgrass, thorny thickets; wet to the skin, burned by the sun. Night after night, many were compelled to sleep in canoes, while others slept in bogs or on beds of sawgrass, cut and placed upon the growing water grass. They cooked over a fire built on a pile of sand in the prow of a boat, or around a cypress stump. They suffered fever, dysentery, starvation, mosquitoes and many were bitten by the dread water moccasins.

In the face of larger forces than they could afford to meet in the open, the Indians led the troops to places that were most advantageous for their smaller numbers, as in the Battle of Lake Okeechobee. Small bands of the Seminoles, who knew the country like the backs of their hands, frequently stood off a solid army of trained men. The very numbers of the pursuers, together with their ignorance of the wilderness, prevented swift movement in attack and withdrawal, and in trailing the enemy to hiding places that have remained unknown to the white man

National Defense

today necessitates dependable and rapid transportation. This can be accomplished only in ratio to the conditions of our highways and their ability to withstand military demands.

Governor Holland and Florida State Road Department officials are patriotically cooperating with national agencies in providing access roads for Army, Navy and Marine posts throughout the State.

In this they have the unqualified and enthusiastic approval of the American Road Builders' Association and its Florida Section. Adequate national defense comes first. When that has been assured, we can turn to the problems of defense of our agriculture, industry and commerce so intimately tied in with good and efficient highways.

Just as a defense training post cannot give its full measure of value until it has been made accessible, no State, city or community can claim complete usefulness to its citizens and taxpayers until it has made itself easily approached from all directions. This has been proved down through the ages from before the time the Romans built their famous Appian Way.

Better highways lead to better business everywhere. There has never been, there never will be, any other way to progress.

American Road Builders' Association

FLORIDA SECTION

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to this day. Marching over wet, spongy ground, so soft that a stick could be pushed down four feet with ease, was a major difficulty for the white man; second nature for the Indians.

Under the command of Colonel Harney, 100 troops went into the Everglades and attacked several camps of the Seminole. Chakika and five of his warriors were not only captured and hanged, but scalped. Bloodhounds, imported from Cuba at a cost of \$150 each, to track the Indians to their hiding places, proved a miserable failure. It is said that these animals, having been trained to hunt fugitive slaves, could not follow the Indian scent.

The troops on expeditions into the 'Glades destroyed whatever they found. And yet the amount of Indian supplies remained apparently undiminished. The passable trails developed by the army, its forts along the east and west coasts, and its attempted control of the waterways into the Everglades in an effort to stop the contraband from the Bahamas and Cuba, proved useless because of the Indians' superior knowledge of the country.

The Indians kept to their swampy fastnesses, completely hidden from the white man. All intercourse with them was forbidden. Their trade was cut off, but it was apparent they were not completely isolated.

Although the Seminole War officially ended in 1843, State authorities continued to demand the removal of the remaining members of the tribe, and the United States Government kept troops actively engaged in opening roads and exploring the southern part of the State. A small steamboat and nine small metallic boats were provided for navigating Lake Okeechobee and adjacent waters.

The soldiers explored the Harney, Shark, Corkscrew and other rivers but never found the "short way through the 'Glades" and never stopped the flow of arms, ammunition and provisions. It was long after the war that a Dr. Richmond, while surveying along the southern coastline, noticed a current coming from Taylor River, and turned to explore it. Confronted by a heavy mangrove growth, he saw water flowing under it. Cutting through a few yards, he found a deep waterway. Landing places and trails led him into Royal Palm Hammock, Camp Sable, and the Homestead District. The Indians admitted that this was the principal entrance of the contraband carriers.

Another purpose of these operations was to secure better knowledge of the Indian country.

There had been 13 years of peace, when the incident of Lieutenant Hartsuff, a United States civil engineer, and his men, who were exploring and surveying on the borders of the Everglades and Big Cypress Swamp, started new hostilities.

Billy Bowlegs

Billy Bowlegs, known as "King" or "General" Bowlegs, was a chief of prominence, the recognized leader of Indians remaining in Florida. The Indians had renounced the leadership of the aged Sam Jones, in favor of Bowlegs who was wise, intelligent, kind and spoke English well. He had camps and towns scattered over the 'Glades and Big Cypress, but the "Gardens," about two miles from where Hartsuff and his men were encamped, was his pride. The beautiful banana plants in the garden were the delight of his heart. He had tended them himself and they stood a magnificent 15 feet. Going there one morning he was shocked to find the leaves of the plants torn to shreds and some of the stalks broken off at the ground. He knew at once where the blame lay, and went immediately to Hartsuff's camp where he accused the men of the outrage. They admitted it coolly, signified no intention of making good the loss, and gave as the only cause for their action the reason that they "just wanted to see how old Billy would cut up." Early next morning, Lieutenant Hartsuff and his men were fired upon.

Agree to Emigration

In 1858 the Secretary of the Interior, in summing up the situation said that the Seminoles had "completely baffled the energetic efforts of our army to effect their subjugation and removal." Again an attempt was made to remove them by peaceful means. This time it was more effective. The superintendent of the Western Seminoles, accompanied by two assistants and 46 Indians from Arkansas, made their way to Fort Myers. Billy Bowlegs was contacted through his niece Polly, who was sent into the Everglades with an invitation for a "talk" with his Western brothers. The chief appointed a place on the edge of the Everglades. Here he met them, agreed to the terms of emigration, and gathered about him 164 persons for removal. This left about 100 Indians secreted in remote parts of the Everglades.

Although Major General Sprague reported in 1841 that "commands

in canoes had penetrated every part of the Everglades," he was in error. It was not until 1883, when Major A. P. Williams led what was called the "New Orleans Times-Democrat Expedition" from Shark River to Lake Okeechobee, that the 'Glades were really crossed. The route was south to north—but only the Seminole knew the trails to the east.

Between Sprague's report and the Williams' expedition, there were various attempts to crack the hard nut of the wilderness but all of them ended in failure. Lieutenant Marchand's expedition in 1842 did little more than skirt the edges, and the hardships of wading through miles of sawgrass six to ten feet high, proved too great for the men. The attempts made in the same year by Commander Rogers, and five years later by Lieutenant Martin, were also unsuccessful.

Reclaiming The 'Glades

Buckingham Smith was commissioned in 1847 to procure authentic information of the Everglades for the purpose of ascertaining the practicability of draining them. His report was vivid, highly optimistic, and his descriptions are quoted to this day.

The water trails east of Major Williams' route, traversed in 1883, remained unknown save to the Seminoles, until nine years later, 1892, when J. E. Ingraham led a party from west to east, directly across the 'Glades from Fort Myers to Miami. In the interests of the Plant railroad system, Ingraham was trying to find a shorter route from Tampa to Miami. The party followed the old Government trail until it reached Fort Shackleford. From there the men were on their own, in completely unexplored country.

Cross In 23 Days

The weary party reached Miami 23 days later. Parts of Mr. Ingraham's diary, recording day-to-day events, give a general idea of what the men suffered as they hacked and hewed their way, pushing and pulling the canvas canoes over places where the water was too shallow to float them. For instance:

"*March 19.* Went into camp at Fort Shackleford at 11 a. m. At noon Lucy, an old Indian squaw, and her granddaughter came into camp for dinner. Lucy is 75 years old, bright and talkative. She says she is the wife of Osceola, the great chief (he had died in a South Carolina prison more than a half century before). The granddaughter is the daughter of Billy Bowlegs . . .

"*March 25.* One mile today; heavy



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For Million Dollar Contract for Extension of Road
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Florida Limerock was used in the CAA-WPA airport runways at Ocala, DeLand, Lake City and Palatka. It was chosen for the vast runways at the U. S. Naval Air Station, Jacksonville, and the Navy's Benjamin Lee II Field at Green Cove Springs. It will also be used in the runways of the Navy's Cecil Field at White House.

Limerock was selected because Navy Engineers were convinced that this fine road-base material could take the pounding and wear that Navy fields receive from heavy planes . . . and because of the permanency, low initial

cost and ease of repair which are Limerock's outstanding advantages for all traffic uses.

Thousands of miles of Florida roads have proved the worth and economy of this fine road-base material. Millions of motorists have appreciated the smooth-riding qualities of Limerock and the unequalled safety of their all-weather, skid-resistant surface.

Limerock is the word for economy and efficiency in building Florida's future highways, offering the State of Florida a road-base material that means more and better roads per highway dollar . . . permanency, and ease of repair and low cost of upkeep.

LIMEROCK Association
of Florida, Inc. **Ocala**
FLORIDA

wading all day through sawgrass. Had to abandon the wooden boat, also one canvas boat. Extra clothing, tools, cooking things, etc., abandoned today. Soil very rich. Sawgrass impossible to get boats through without too heavy work, or by abandoning boats. Packing supplies on men's backs found impracticable on account of bogging . . .

"March 27. The 'Glades are more open to the south, water deeper and bottom softer in spots. No perceptible current;—mud very deep, men frequently bogging up to their arm pits where water is only three feet deep. Water lilies grow everywhere, also Indian Wampe, like arrowroot plant but intensely hot. But little game, one deer routed out of the sawgrass, but the grass was too high to shoot over. A few duck and marsh hen comprise the game we have seen so far. But few snakes and but three alligators, weather probably too cool for them . . .

"March 31. This island is an acre in size, covered with a dense growth of ferns, sawgrass, willows, custard apples, horse mint and maiden cane . . .

"April 2. We have evidently passed the sawgrass stage of our line as the bushes appear to be the sign of approaching land. No timber or trees in sight except myrtle and willow bushes, which have the curious effect, from our being so low down on the water, of large trees when seen from a distance, dwindling as we approach. Giants at a distance, dwarfs at close contact. A number of fine trout caught by jumping into the boats . . .

"April 3. Food scarce; one day's rations of grits and bacon remain; coffee and tea plenty for 4 or 5 days. No sickness, but plenty of strains, bruises, blisters and chafes. Found many vexatious pockets of sawgrass sloughs which caused many short portages. (The secretary, Mr. Moses, in his notes on that day says: 'Some of the deepest bogs yet encountered impeded our progress; the water is also quite deep in places. The men walk beside the boats and as they bog, raise themselves and so continue. It rarely happens that they all bog at once. It would require a very strong man to go any distance alone and reach civilization.')"

Dream of Drainage

Other expeditions followed Ingraham's, notably Lieutenant Wiloughby's. He took a trapper and started out to explore those parts of the Everglades to which the Indians had been driven, and which previous expeditions had left untouched.

Know Florida Answers

1. At Clewiston, the United States Sugar Corporation mill.
2. Polk county.
3. Thirty-nine and three-tenths percent.
4. Charles H. Herty's discovery of a process to make paper from pine trees.
5. Penney Farms near Jacksonville.
6. In Jacksonville.
7. Miami Beach.
8. Florida's northern boundary, by 200 miles.
9. Pensacola, for its U. S. Naval Air Station.
10. Fort Myers.

Of all the ventures into the 'Glades, the dream of drainage and reclamation without doubt grew from the early expeditions of army engineers sent into the region during the Indian War.

Ninety years ago, various persons, in studying the question of drainage of the Everglades, agreed that the best method would be to "decrease the waters of Lake Okeechobee five or six feet."

Round, clear, Lake Okeechobee, 31 miles in diameter, spilling over its southern rim onto the Everglades, has been a chief cause of the big swamp. Beaded to the brim, the lake gives the impression that it cannot hold another drop. Its islands, fringed with Australian pines, appear like plumed warriors bursting abruptly from the water.

The ground of the islands in the lake is so amazingly fertile that all available space is utilized. Between the trees of the orange groves, rich crops of beans and other vegetables are grown for winter markets. And the same fertility that characterizes them today, characterized them in the sixteenth century.

"There was an island situate in a great lake of fresh water (the *O-ke-cho-bi*, water big) named Serrope, abounding with many sorts of fruit, specially dates, which grow on the palm trees, whereof they make a wonderful traffique; yet not so great as a kinde of roote whereof they make a kinde of meale with which they make bread—." So spoke a Spaniard to Rene Laudonniere at Fort Caroline in 1584.

The problems of the lake's high water periods were mentioned by Fontenada in the same century. He wrote: "The lake rises so high in seasons that the roots with which

they make the meale cannot be reached in consequence of the water."

Largest Land Grant

In 1850, Florida as well as other States, received by Act of Congress all of the swamp and overflowed lands within her boundaries which were unsold at the time of the passage of the bill. The purpose of the Act was to enable States receiving swamp lands to sell these lands to raise money for drainage and reclamation. The grant to Florida was and still is the largest land grant ever made by the United States to any State.

An era of land-grabbing set in. This was because the legislature began granting bounties of lands to encourage railroad building. When the State Internal Improvement Board became bankrupt and was thrown into the hands of a receiver, land-grabbing came to an end.

Francis Vose, representing himself and certain holders of Dutch bonds for building railroads, sued the trustees of the board. Land warrants were issued to the bondholders and it was decreed that no lands could be used by the trustees until the judgment, with eight percent interest, had been paid.

It was a complicated affair. The State prices of these lands was 25 cents an acre. Vose land warrants could be bought for 10 cents an acre, but had to be credited by the trustees at par, or 25 cents. The result was that all the lands would have been exhausted with still a large indebtedness, drawing interest, remaining.

Attempts Drainage

Hamilton Disston of Philadelphia became interested in the Everglades in 1880. He bought 4,000,000 acres, paid off the judgment against the Internal Improvement Fund, and agreed by contract to drain 15,000,000 acres. All the land that had been tied up before the purchase was released. Mr. Disston engaged R. E. Rose, Florida State Chemist, to take charge of the Florida Drainage Enterprise, as resident engineer and builder of dredges, canals and surveys.

The attempt to lower the level of Lake Okeechobee involved canal construction at the upper Kissimmee River and another connecting Lake Okeechobee. The death of Mr. Disston eventually caused the suspension of this attempt.

Thereafter drainage efforts meandered along slowly until the Everglades Drainage District was created in 1905, when it received enough impetus to produce some results.

Hyacinths Clog Canals

In 1929 the Okeechobee Flood Control District was created, and new life was again injected. It had seemed a simple thing, in theory, to cut auxiliary canals, to widen, deepen, and straighten the natural ones, and so carry off the excess water from the lake in high stages. But it was dismaying to find this ineffectual in practice. So sluggish was the flow, particularly near the lake, that the canals could not even rid themselves of the tenacious water hyacinths; one of the worst problems of the marine engineer. Overtaxed by drainage inflow, and the rank growth of the hyacinths, the canals drew little or no water from the lake.

The Lake Okeechobee Florida Project of 1930, set to work to widen, straighten, and deepen the St. Lucie and the Caloosahatchee canals, the only effective outlets from the lake.

The inviting richness of the muck for miles around the lake for years had lured farmers into planting, taking the chance of an overflow. Today, the lives and property of these inhabitants are protected by a lake under control by the canals, locks, dams, spillways, and levees that have been constructed.

Years of imagination, toil, disappointment, hope, determination, and millions of dollars have gone into perfecting, in a measure, this control that means security from floods, and thousands of acres of reclaimed land.

Sugar Industry Started

In this rich area, 25,000 acres are planted to sugarcane by the United States Sugar Corporation. So huge an industry is this that miles of special railroad track have been constructed from the fields to the grinding mill at Clewiston. Citrus groves and pineapple plantations spot the eastern edge of the 'Glades from Delray south to Fort Lauderdale. The Redlands district, 40 miles from Miami, produces larger crops of winter vegetables and with less fertilizer than any other section of the State.

The best pasture land for beef and dairy herds is drained 'Glades land, where green, sweet fodder grows the year around. Native cows, crossed with Brahman bulls from India, produce cattle that equal the best western range strains.

All of the disappointment, hope, and eventual success of the Okeechobee Project, is paralleled in the construction of the Tamiami Trail. Linking Miami with Tampa, people driving along it have their eyes and minds occupied with the Indian villages along the way; with the herons, egrets, and ibis that float high over the cypress trees; with the alligators that casually, if infrequently, emerge from the canals, or the bears that wander to the highway. Not many of these people, however, know the story of this undertaking.

Highway Started

William Stuart Mill, day news editor of the *Miami Herald*, became obsessed with the idea of a highway from Miami to Tampa, cut straight through the forbidding territory of the Everglades. He enlisted the interest of Capt. James F. Jaudon, then Dade County tax assessor, recognized authority on road building and construction, and an Everglades enthusiast.

While Jaudon busied himself lining up support from the chamber

New Speed—New Rules

(Continued from page 22)

turning movement shall be made and requiring certain signals by operator of turning vehicle.

Provides for right-of-way of certain vehicles over others.

Requires vehicles to stop at through highways and where stop signs are erected.

Prohibits parking of vehicles on paved portion of highway except disabled vehicles and passenger-carrying buses temporarily stopped for loading or discharging passengers where no room exists for parking off paved portion of roadway.

Requires lighting equipment and defines method of mounting on passenger cars and commercial vehicles.

Requires certain performances of brakes on passenger and commercial vehicles.

Requires safe performance of mirrors and windshield wipers and other equipment on vehicles.

Requires disabled trucks to display electric lanterns or pot torches at night, flags during daylight.

Grants authority to police officers to inspect vehicles for equipment and require proper correction.

of commerce and the citizens generally, Mill did all the publicity and wrote the stories.

The \$125,000 voted by Dade County, and the \$325,000 voted by Lee County proved to be only an entering wedge. A rough little road of 60 miles, cut due west, was the disappointing result.

When Barron G. Collier, president of a nationally known advertising firm, became interested and bought thousands of acres of swamp land, created Collier County and its key city, Everglades, the entire section was built up. Dade County added 22 miles to the road and Lee County resumed the work it had begun in 1916.

State Takes Over Trail

Two years later the Florida legislature made the trail a State highway and continued the work where the counties left off. The finished highway took three years to complete.

The building of that road meant that crews lived, ate, and slept in water, as the soldiers of the Seminole War had done before them. Men worked in water up to their armpits, clearing the way with axes and machetes, tormented by mosquitoes, and always on the alert for snakes.

Everything had to be dynamited down to solid rock for a firm foundation. Men were blown up; others were drowned. The drilling machines and heavy road equipment often sank completely in the muck, requiring days of labor with hand jacks to set them up again.

Few of the travelers today know of the \$13,000,000 investment they are riding over, of the 13 years of striving, or of the 3,000,000 pounds of dynamite which blew nine and a half days into the mists—bridging a 10-day journey in 1926 to five or six hours in 1939.

The roadway of yesterday is gone. The great holes with their jagged rocks, a menace to the stoutest tire, are no more. Gone too, is the trail that was for the most part, a little two-laned path, lined down the middle with sawgrass and hard growth, and with even the shrubbery on each side frequently contesting the right-of-way.

(Continued to next issue)

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Old Man River

(Continued from page 19)

tion of the country. The situation will be further cleared with the completion in August of widening and improvement operations on State Road No. 3 (U. S. 17) now under process by the State Road Department. This highway is being widened from 18 to 26 feet on a stretch of nine miles.

Jacksonville is one of the fastest growing communities in the nation but it isn't without the pains that always accompany growth. Chief pang in its development is an acute traffic problem that suddenly was felt sharply by all its people. At first, Jaxons only stormed at it, hoping it would go away. When it persisted, and even grew more intense, they called on their officials to do something. Measures were taken, remedies were tried. And the pain continued.

The fastest ballooning suburban section of Jacksonville is located on the south side of the St. Johns. The people living there, perhaps, most impatiently awaited the completion of the new bridge. Daily they have had to fight their way across the old St. Johns river bridge and through the Broad and Bay streets bottleneck to work or shop. In the traffic jams that constantly slow or altogether halt their progress to and from their homes, Southsiders for months have gazed with longing across the short stretch of water separating the old bridge from the bright red steel of the new.

Since February 1938, when rigs mounted on barges began sinking piling preparatory to work on the seven piers to bear the new bridge, Jacksonville has watched the span's progress.

From where they sat or crept in the traffic snarl, they saw the piers, like giant stepping stones, rise above the water. They saw steam shovels and pile drivers busy on the approaches. Finally, they watched the red steel skeleton take shape; first it was the south tower of the lift span that went up, and then it was the north tower. Then the floor of the bridge went into place.

To determine just what the new bridge means to Jacksonville and all its citizens, one only has to ask the question aloud. Anyone within hearing can tell you.

Those Southsiders say it will give them a straighter, quicker route into the heart of the city and out again. Downtown workers will be able to catch an extra wink in the morning, because they know it will be pos-

I am dead certain that the new bridge will do much to cure our traffic ills. I sincerely believe it will eliminate the trouble at the Broad and Bay bottleneck.

—JOHN T. ALSOP, JR., recently re-elected mayor for a fifth term.

The opening of the bridge will be a lift of very definite and tangible value to the civic and business life of the community.

—LEE GUEST, president Jacksonville chamber of commerce.

For far too many years—more recently to an acute degree—congestion in downtown Jacksonville has been the bugaboo of auto tourists from the north. The new bridge will speed the flow both ways.

—BENARD C. DeWITT, executive secretary Jacksonville junior chamber of commerce.

It will greatly help local conditions and will do much to stabilize the downtown district. It has been badly needed for years.

—ARTHUR N. SOLLEE, Duval county engineer.

No one will be happier to see it completed and in use.

—JOE F. HAMMOND, veteran member of Duval county commission.

It will go a long way toward relieving all the downtown traffic problems.

—CHIEF JOE DONEY of the county road patrol.

Not only a great help to us in maintaining schedules, but the bridge will be a fine addition to the city's circulatory system.

—C. W. EDWARDS, traction company vice president, in charge of operations.

sible to reach their places of business a good 10 minutes quicker than they can now. Housewives on the Southside will be able to reach more easily the shopping district that spreads like a pool from the downtown end of the new bridge. If they so desire, they easily can park their cars near the Southside end of the bridge, and walk across to the stores and theaters.

Perspiring city traffic officers are counting heavily on the bridge making life a lot easier for them. The bottleneck from the old bridge

over the Riverside viaduct to Bay and Broad streets requires more officers on constant duty during the rush hours of the day than any other spot in the city. During a recent traffic check made at the busy intersection, 10,780 vehicles passed during a three-hour period. That is traffic at the rate of 3,080 cars, buses, trucks and taxis an hour.

Police believe the figure will be cut almost in half with the use of the new bridge, because they predict most of the Southside traffic is sure to use the more direct route into the heart of the city. The viaduct, then, will be used chiefly by persons living in Riverside.

When word of the bridge's opening gets around, northern tourists to Florida are bound to breathe a sigh of relief. In the past, the first bridge has handled not only the heavy suburban traffic but has carried as well the bulk of the tourist parade between the north and the Florida east coast. And while the bridge has been a much-traveled link of U. S. highway No. 1, tourists have lost themselves countless times in attempting to find their circuitous way through downtown Jacksonville and across the old span.

With the new bridge, our visitors will be able to find their way through the State's gateway almost with their eyes closed. All they will need do, upon entering the city over U. S. 1, will be to hold the wheel straight. A beeline will take them up Main street to Bay and onto the bridge and across the river to the Southside. From the Gibson street approach they then will have only to turn left on Miami road and go a few blocks to swing onto the rural continuation of U. S. 1.

Drivers hugging the wrong curve produce wrecks.

A certain way to commit suicide is to stop on the pavement to change a tire or make repairs.

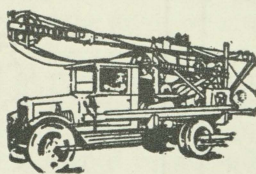
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Why The Mountains?

(Continued from page 16)

prove that heat dodgers of adjoining States know their way about better than Floridians. Such a count also will find many visitors from the Central West, many from California and many from other inland sections.

Other Florida beaches and resorts have more recently taken up the all-year idea and advertise their communities for summer visitors. Notable among these are Jacksonville Beach, rapidly developing into a competent competitor of Daytona Beach as a summer resort, St. Augustine, Vero Beach, Melbourne, New Smyrna and Palm Beach. Even swanky Miami Beach has taken up the slogan "Winter or Summer There Is Only One Miami Beach." On the west coast there is no less attractiveness and Clearwater, St. Petersburg, Fort Myers, Tampa, Sarasota, Bradenton and other equally desirable summer spots are becoming the hot weather Meccas for out-of-state as well as for our Florida people. There's no difference in the salt air or the water or the sand or the palm fronds at these places in summer, but there's a whale of a difference in the cost of

accommodations under the winter prices.

There are a number of inland resorts which also have many attractions for vacationists. Silver and Wakulla Springs are tops for those who enjoy cold water bathing. DeLeon Springs, near DeLand, while not the spot the famous explorer was looking for, is delightful. Kissingen Springs, just out of Bartow, is another refresher, while there are any number of "local" spas which would develop marvelously under the pressure of advertising and knowing Florida as Floridians should know their State.

If you have been dusting off (literally) to the mountains for your summer's rest, take a tip from a fellow who's tried them all—see Florida this summer.

O'er Land of Free

(Continued from page 11)

000,000 is the annual payroll of Army, Navy and civilian personnel.

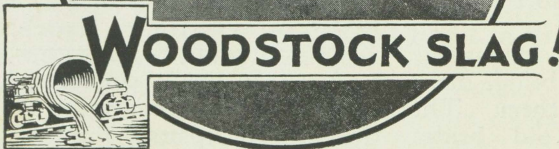
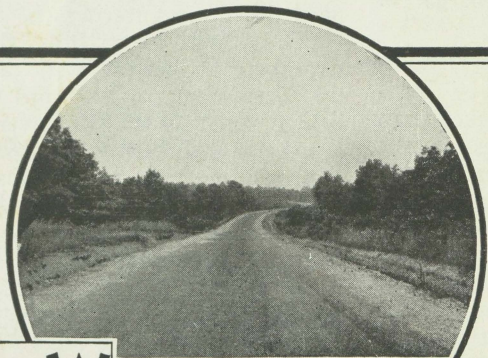
Congressman Cannon also estimates that the annual payment to Florida retailers and wholesalers of foodstuffs will amount to \$55,000,000 a year.

The State highway patrol is co-operating with the State Road Department and with local govern-

ments in the handling of traffic problems occasioned by the movement of troops on training trips and to and from training posts. The problem is not unlike that which is faced throughout the Southwest by State and local authorities.

In Jacksonville, where the new United States Navy Air Station has been located and focal point for Camp Blanding soldiers on leave, a special traffic committee has been named by city council to handle plans for rerouting traffic and increasing highway and street facilities. Atlanta is making many streets one-way in an effort to clear traffic. In New Orleans neutral grounds are being cut down to speed up movement entering the city, thus eliminating bottlenecks. Little Rock is making U. S. 65-70, running through the heart of the city a four-lane highway. Memphis has taken up parking meters in an effort to help the parking situation. The State Road Department plans to take over construction of a new highway from Pensacola to Corry Field, a branch of the U. S. Air Station there.

Thirty States have passed or are considering legislation to co-ordinate sectional defense activities with Federal organizations.



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Late Road Improvements

Motorists from the West Coast and South Florida West Coast who desire a route North via (U. S. 1) or (U. S. 17) may avoid travel through the City of Jacksonville by use of a newly completed highway from Baldwin to Callahan via State Road No. 13 which intersects No. 1 at that point and by continuing over State Road No. 13 from Callahan to Yulee which intersects (U. S. 17). This route is now in good condition and well marked and should be of considerable benefit to through traffic.

Route Approved

Federal Route 19 has been located and approved by Federal authorities as part of the strategic National Defense highway network, Governor Holland notified L. K. Kramer, Lake Wales, president of the Route 19 association.

Passenger car and truck registration in Florida increased from 73,914 to 492,531 vehicles from 1920 to 1940.

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Our Front Cover

The cover photograph was taken from the western shore of John's Lake, just off Highway No. 22 near Oakland. John's Lake, never considered a great fishing lake until the last few years, gained fame by entering three of the four largest bass in the recent Orange County Fishing Tournament. Adjacent is the famous Lake Apopka, largest of some 3,500 lakes in a radius of 50 miles from where this picture was taken.

Road North of Jacksonville Closed Until August 15

State Road No. 3 (U. S. 17) will be closed from Dunn's avenue, Jacksonville to Yulee until about August 15.

Through traffic between Jacksonville and Yulee will be routed through Callahan via Kings Road, State Road No. 4 (U. S. 1) and State Road No. 13. The stretch of road, nine miles, is being widened and repaved from 18 to 26 feet in width by the State Road Department.

Florida Defense-Minded

Florida and the Southeast is more defense-minded than other parts of the country, according to statements coming from Washington officials and Army and Navy authorities. It has reason to be, says Gen. Charles R. Summerall, Florida-born former chief of the staff of the United States Army, now president of The Citadel.

"The Southeast would be the first area attacked by enemy aviation in the event of war," General Summerall told the South Carolina Cotton Manufacturing association meeting in Myrtle Beach, S. C., in a recent address.

Summerall called on the manufacturer to set up a system of factory defense and urged first-aid training for employees.

"The battle of industry is the first battle in this war," said the General. "It is now being fought."

Summerall praised the home guard movement and declared that the people of the Southeast must be prepared to defend their cities and to evacuate the civilian population of them in the event of attack.

The practice of watching the other fellow emphasizes that driving is a mutual proposition, that the highway is owned by all and not by one driver.—*Ohio Traffic Safety.*

Here's Way You Can Help Orange Growers

Do you know of a better way to eat an orange? If you do you will be responsible for greater consumption of the Florida fruit if you will advise citrus authorities.

George Mason, manager of a system of hotels, says that the oranges sent to guests' rooms remain while other fruit is eaten but that free orange juice served by the hotels is consumed at the rate of eight gallons a day.

Fruit knives won't do it, says Mason; they're taken away by guests as souvenirs.

War Conditions Keep Americans at Home

Americans apparently are taking advantage of war restrictions on travel abroad to visit scenic points in the United States, according to a report of the Utah national forest officials. Winter visitors to the Wasatch national forest increased by 15,000 persons over the previous season, their report said.

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DEPARTMENT MINUTES

(Continued from page 4)

Street) from the present project north to State Road No. 17, as requested by the War Department.

3. Reconstruction of State Road No. 79 (Swearingen Memorial Highway), or if reconstruction is not possible at the present time, to take over for maintenance.
4. Construction in Pasco County of State Road No. 23 from the Hillsborough County line north to Zephyrhills.
5. Maintenance, and reconstruction as soon as possible, of Florida from intersection with State Road No. 5 south to intersection with State Road No. 17.
6. Maintenance of the 22nd Street causeway to State Road No. 5.
7. Maintenance of Harney Road from State Road No. 17 to 40th Street in Tampa.
8. Maintenance of the Ruskin-Brewster Road from Road 23 at Ruskin to the Polk-Hillsborough County line.
9. Join with Hillsborough County in paving $\frac{1}{4}$ mile on 66th Street, from State Road No. 23 north to the State maintenance yard.

Mr. Holtsinger stated that Hillsborough County is very much interested in the Gulf Coast Highway and requested the completion of the link between Gulf Hammock and Lebanon. He also asked for a survey on Road 392 between Loyce and Weekiwachee Springs. He gave his endorsement to the Bee Line Highway.

Mr. Liggett, President of the Tampa Chamber of Commerce, invited the Department to hold a meeting in Tampa.

Manatee County

Those registering present from Manatee County were: G. B. Knowles, County Attorney, J. P. Harlee, R. R. Roadman, J. E. McLeod and W. A. Gillett, County Commissioners, R. W. Bentley, Chairman of the Manatee County Committee, A. J. Lawler, William Lathrop and Pat Green.

Mr. Knowles filed the following requests:

1. Immediate reconstruction of 4 miles of the Tamiami Trail, beginning at the south city limits of Bradenton and extending to Whitfield Estates.
2. Reconstruction of about 4 miles of the Tamiami Trail between Rocky Bluff just east of Ellenton to the city limits of Palmetto.

Maintenance of the following roads:

1. Range line road from Manatee to the Sarasota County line, about 8 miles.
2. Road 18 from the Range line road to Tamiami Trail, about 2 miles.
3. The Ellenton-Gillette road from the Tamiami Trail to Bayshore (Road 23), 6 miles.
4. Four miles of the so-called Brewster Road, north from the Parrish-Wauchula Highway.

Mr. Bentley endorsed the above requests, particularly with the reference to the Tamiami Trail from Bradenton to Whitfield Estates, stating that it was the most traveled part of the Trail but so narrow and dangerous that it had been the cause of 20 fatalities.

Marion County

County Commissioner R. Bruce Meffert, L. B. Thrasher and Jas. H. Craggs were present from Marion County, and Mr. Meffert presented the following requests:

1. The reconstruction of Road 2 from Lowell to the Alachua County line.
2. Reconstruction of $8\frac{1}{2}$ miles of road 2 from Belleview to Lake Weir Station.
3. Maintenance of Road 38 from Road No. 2 at Weirsdale to Road 225 at Pedro.
4. Maintenance of Road 47-A from Citra on Road 31 acres to Williston to connect with Roads 5 and 500.
5. That the Department give to Marion County a deed to the five-acre tract which the Department bought for the old convict camp site, not now used for that purpose but which the County

now needs as right of way for a power line.

Orange County

J. Rolfe Davis, Chairman of the Orange County Commissioners, Campbell Thornal, County Attorney, Frank Holland, Road and Bridge Superintendent, and A. C. Slaughter, Secretary of the Greater Orlando Chamber of Commerce, composed the delegation from Orange County.

Mr. Davis presented Mr. Thornal, who stated that Orange County had been very consistent in submitting their program. He filed with the Secretary a copy of this program, a duplicate of that submitted to the Department at the meeting of February 27, and again requested its careful consideration by the Board.

Palm Beach County

County Commissioners C. Y. Byrd and Doyle Crocker, County Attorney Henry Lilienthal, Representative Russell Morrow and County Engineer J. M. Boyd represented Palm Beach County.

Mr. Byrd stated that most of the right of way on the Range line road (No. 199) had been secured and he requested that that this project be advertised as soon as possible. Mr. Hector advised him that the road is on the preferred list, to be constructed as soon as possible.

Mr. Lilienthal filed the following requests:

1. Pave State Road 199 from the Broward County line north to State Road 25.
2. Survey Federal Highway No. 1 for four lane construction in order to furnish the Board of County Commissioners of Palm Beach information necessary to the securing of the required right of way.
3. Continue the grading of Road 193 from Jupiter to its junction with State Road 29 at Indiantown, by placing a convict camp on this work.
4. Repair and maintain the Old Dixie Highway, State Road 176, from Boynton to the Broward County line. (This road is supposed to be under State maintenance at this time.)
5. Repair and improve State Road 140 from Lake Worth south to the Town of Gulf Stream.
6. Rebuild State Road 143 from Pahokee to Belle Glade.
7. Maintain and improve State Road 172 from Pahokee to Bacon Point and from Belle Glade to Tory Island Bridge.

8. Approve for access roads to the Army Air Corps base at Palm Beach County Airport, State Road 25 and the County road known as Belvedere Road.

9. Rebuild State Road 25 from South Bay to the Hendry County line.

Mr. Boyd stated that about 10 miles on Road 199 could be advertised, and that the farmers along this road would like to know when this work could be done so the moving of the necessary buildings from the right of way would not interfere with their farming. Mr. Hector advised that it would be satisfactory for them to go ahead with the moving of the buildings. Mr. Boyd also requested that a survey of U. S. Highway No. 1 be made as soon as possible in order that the right of way may be secured, and asked for maintenance on the old Dixie Highway south from Boynton where the road is said to be going to pieces.

Pasco County

The Pasco County delegation included Stanley Cochrane, A. H. Schrader, J. J. Gaskins, W. Bailie and W. C. Law, County Commissioners, Mayor Fred H. Howard of New Port Richey, and Representative John S. Burks.

Mr. Cochrane thanked the Board for letting contract on State Road 34 northwest of Dade City to Brooksville and called attention to the deplorable condition of the same road southeast of Dade City. Mr. Burks urged the adoption of the plea of Hillsborough County that Road 23 south of Zephyrhills and north of Dade City be rebuilt at the earliest moment. He said that the two stretches—3 miles on the south and 4 miles on the north—would complete this road, and he requested that this be done right away. He said he considered the stretch on the south as the more important of the two.

Leon County

The Secretary presented two resolutions received from the Board of County Commissioners of Leon County making the following requests:

1. The paving of Road 377 from Tallahassee to Flastacowo Camp on Lake Bradford.
2. Survey and plans for Road 107 from its intersection with road 500 to the Town of Chaires.

Also a resolution from the City Commission of the City of Tallahassee asking for the Lake Bradford Road.

PAVING ASPHALT

BINDERS

CEMENTS

CUTBACKS

FILLERS

ROAD OILS

LIQUID ASPHALT

SURFACING ASPHALT

MEXICAN PETROLEUM CORP.

R. L. BANNERMAN, Representative
Tallahassee, Florida

NEW YORK, N. Y.
122 E. 42 St.

NEW ORLEANS, LA.
Lee Circle Bldg.

Pinellas County

The delegation registering from Pinellas County included: Senator John S. Taylor, Jr., Representatives Archie Clement, and S. Henry Harris; Frank G. Merrin, John Chestnut, W. H. Belcher, E. H. Beckett and D. Orville Harris, County Commissioners, John C. Blocker, County Attorney, W. W. McMullen, County Engineer, Ray Green, Clerk of the Circuit Court; from Clearwater, Geo. R. Seavy, Mayor, H. S. Brasfield, Dave Perkins, W. E. Brown, R. B. Norton, B. E. Rix, R. W. Cantrell, J. S. Hill, W. H. Tarvin, W. G. Blair, Paul Jacobs, E. B. Casler, Jr., Jess Smith, Fred Lee, Leon Abbott, T. E. Kaeser, and Frank Tack; from Dunedin, W. H. Armston, V. J. Lawrence and Ralph Dickinson; from Indian Rocks, Fred Clark; from Pinellas Park, Joseph R. Shoecraft and Van Dusen; Passa Grille, G. C. Ronzhyarden; Safety Harbor, L. H. Zinsser, H. M. Kindred, J. S. Pearce and A. E. Shower; St. Petersburg, R. F. McAdams, H. H. Sterling, Collier McCall, John Dickson, Bayard S. Cook, W. T. Davis, Paul R. Boardman, Robert E. Len, C. W. Houk, L. D. Goheen, E. L. Cole, Roy Scott, Paul E. Emery, Harry S. Cook, Eric Finlay, Robert A. Workman, Oliver Hewitt, C. D. Wilsky, E. D. Busbee, W. P. Loomis, Bud Scott, Meyman Willingham, Herbert D. Grant, Ray J. Knipe, Walter P. Fuller, V. G. Hall, W. E. Brown, Geo. G. Booth, O. B. Rooney, R. Edwin Wolfreth, Frank O. Lee, Glen V. Leland, G. V. Butler, Edward Stevens, Burwell Neal, and Wofford Lindstrom; Tarpon Springs, Elmer L. Hoodley, Henry M. Ellis, and G. Noble.

Representative Dewey Allen and Commissioner Fred T. Davidson of Levy County, W. B. Moon, L. C. Yoeman, Hugh C. Barco and H. H. Edwards of Citrus County, and Representative John S. Burks, Fred H. Howard, and the entire Board of Pasco County Commissioners appeared with the Pinellas County delegation in the interest of the Gulf Coast Highway.

Representative Clement spoke in behalf of the Gulf Coast Highway and filed a map showing three projects for completion, as follows: (1) From Otter Creek to Lebanon Station, (2) Lebanon Station to Crystal River via Inglis, and (3) from the Citrus County line to State Road No. 210.

Senator Taylor stated that he felt that the people of Pinellas County were justified in asking for the immediate completion of the Gulf Coast Highway, and that it would be appreciated by everyone in Pinellas County.

Representative Harris requested every consideration possible on the Gulf Coast Highway and urged that the Board consider the importance of having this highway completed at the earliest possible moment. Representative Burks asked for an immediate survey of the Gulf Coast Highway from Road 210 south through Pasco County so that right of way may be secured.

Representative Allen said that Levy County was ready to cooperate and rush through the work on the Gulf Coast Highway. Mr. Teck, President of the Clearwater Chamber of Commerce and Pinellas County Civic Committee, spoke in behalf of the Pinellas County Civic Committee and asked that the Department call on them for any information for cooperation in the completion of the highway. Mr. Dickson, President of the St. Petersburg Chamber of Commerce, expressed appreciation for what had been done and requested a survey so the right of way may be secured. Mayor George R. Seavy of Clearwater, Mr. Lindstrom, Vice Mayor of St. Petersburg, Mr. Zinsser, Mayor of Safety Harbor, and Mayor Fred H. Howard of New Port Richey expressed the interest of their communities and pledged their cooperation.

Resolution requesting the Road Department to make a survey of the route of the Gulf Coast Highway from Road 210 south through Pasco County and continuing

south through Pinellas County to its southern extremity were filed with the Secretary, as follows: The City of St. Petersburg, the City of Clearwater, the Optimist Club of St. Petersburg, the St. Petersburg Board of Realtors, the Town of Gulfport, the Highway Committee of the St. Petersburg Chamber of Commerce, the Junior Chamber of Commerce of Clearwater, Women's Chamber of Commerce of the Gulf Beaches, Seminole Community Club, City of Tarpon Springs, Tarpon Springs Rotary Club, St. Petersburg Post 14, American Legion, Veterans of Foreign Wars L. M. Tate Post No. 39, St. Petersburg; Automobile Dealer's Association of St. Petersburg, Civitan Club of St. Petersburg, International Association of Retired Policemen of St. Petersburg, Lions Club of St. Petersburg, United Spanish War Veterans, Chamber of Commerce St. Petersburg, the Kiwanis Club of St. Petersburg, The General Contractors Association, the City of New Port Richey, the American Legion of New Port Richey, the New Port Richey Chamber of Commerce, the Chamber of Commerce and City of Dunedin, the City of Tarpon Springs; the Lions Club, Chamber of Commerce and the Rotary Club of Tarpon Springs; the City of Safety Harbor, Town of Boca Ceiga, City of Treasure Island, Indian Rocks Beach Association, Pinellas Park Chamber of Commerce, Pinellas County Mosquito Control Board, City of Oldsmar; the Chamber of Commerce, the City Commission, and the Clearwater Beach Progressive Association; the Beach Community Club of Greater Gulf Beaches and Gulf Beach Lions, and others.

Polk County

Milton D. Wilson, County Attorney, thanked the Board for the construction work given Polk County and welcomed the Members and officials of the Department in meeting held in this County. He requested that a survey be made on Road 34 up to Dade City so the County Commissioners may proceed in securing the right of way.

Putnam County

Senator H. S. McKenzie, Mayor J. W. Campbell and Tom K. Wise of Palatka were present from Putnam County.

Senator McKenzie requested favorable action on leasing the Palatka Memorial Bridge, also favorable action on the overpass and rebuilding of a certain part of State Road 3. He stated that Road 3 was worn out and was a very important road, and he requested the Department to go ahead with work on this road. He also asked for the defense road from Camp Blanding to Florahome.

Mayor Campbell of Palatka spoke in behalf of the road from Camp Blanding to Palatka, stating that Palatka furnished the only permanent crossing of the St. Johns River except Jacksonville. This would also shorten the distance from Camp Blanding to a port of embarkation if ever necessary. He called attention to the new roads recently designated by the Legislature, (1) from Road 3, north of Palatka, straight to Camp Blanding, and (2) a road connecting Florahome on Road 28, straight into Camp Blanding. He said that these roads will shorten the distance from 14 to 19 miles, respectively, between Camp Blanding and Palatka, and he especially requested that this work be the first to be done if there is any additional money available.

Mr. Stockton advised him that he had set up \$250,000 for that part of the Florahome Road which is in his District to be paid out of Federal Funds now pending, but, first, this would have to be established by the Army or Navy officials.

St. Johns County

Chairman H. H. Bailey and G. R. Wiles, Harry B. Hersey, and H. K. Jackson, Commissioners, were present from St. Johns County.

Mr. Bailey spoke in behalf of Road 47 and stated that the right of way had all

been secured except a couple of pieces that were now in Court. He also stated that the right of way on Road 14-A had been secured from Crescent Beach to Road 4 and requested that a right of way map on Road 14-A from Road 4 to Road 14 be furnished so they might proceed to secure the right of way on this section. He also joined with Duval County in the request for the Hogan Road.

Sumter County

Representative J. C. Getzen and Commissioner Elmo Beville were present from Sumter County. They requested work on Road 2 from Bushnell to the Hernando County line. They also requested that if there be any cross-state road designated from State Road 5 to Orlando, that same come through Sumter County.

Suwannee County

The Secretary presented a resolution from the Board of County Commissioners requesting the Department to construct a bridge over the Suwannee River on Road 69 at Luraville. A similar resolution came from the Grand Jury of Suwannee County.

Route No. 19 Association

L. H. Kramer, of Lake Wales, President, G. G. Ware of Leesburg, Director, and Robert Dewell of Haines City, Secretary, and L. B. Thrasher of Ocala represented Route 19 Association in requesting that the Department submit this entire route from the Georgia line to Miami as a defense highway. They also requested that this entire route be given one road number when and if the question of renumbering roads comes up. Mr. Kramer pledged the cooperation of the Association in securing the right of way on this route.

Seminole County (See Brevard)

Senator Householder requested that the 8½ mile stretch of State Road 44 from the Titusville Bridge to Mims be advertised as soon as possible, and stated that this was one of the roads which had been neglected over a period of years. He also asked that Park Avenue in the City of Sanford, a part of State Road 3, have some improvement as soon as possible.

The Bee Line Highway

With Mr. M. W. Woolsey, Chairman of the Bee Line Association, there appeared direct route from Tampa to West Palm Beach, Sebring, DeSoto City, Okeechobee and Tampa, in behalf of this highway, a direct route from Tampa to West Palm Beach. Mr. Woolsey said that it would greatly facilitate movement of fruit and vegetables with a direct saving in distance to the East Coast. He asked the Department to give this highway a status that would enable them to receive Federal Aid, as it would be considered a military defense highway to connect with Federal Route 19 at Sebring.

Mr. Jones of Sebring also spoke in behalf of the Bee Line Highway and read a letter from W. W. Welsh, Lieutenant Colonel, Air Corps, stating that the Commanding General feels that the construction of a highway located as indicated would be of considerable value to the military reservation and Government activities located there. He filed resolutions from the Palm Beach County Commissioners, and Hardee County Commissioners, the Okeechobee County Commissioners, the Highlands County Commissioners, the City of Bowling Green, the Lions Club of Fort Meade, Sebring Firemen's, Incorporated, City of Sebring, Bowling Green Business Men's Club, the City of DeSoto City and others, endorsing the Bee Line Highway.

Group Insurance Plan For Employees

Mr. T. Graham Young, representing either The John Hancock or the Prudential Insurance Company, requested consideration of his company by the Board for Group insurance for employees. He stated that his company would give complete coverage, and that on the group life insurance the

Road Department would have to make some contribution, but that this could be taken care of by the dividends received. The various occupations and ages of the employees, he stated, would determine the average rate.

Mr. Eldridge Smith offered his insurance plan of \$500 accidental death, \$50 per month for accident, for sickness, one year, and for accidental injury off the job, 5 years, at a monthly premium of \$1.30. On the life insurance he stated that his company could not give a proposition until the ages of the employees are known. This plan would not be any expense to the Road Department.

Mr. John Allison, Mr. Hamner, Mr. Mitchell and Mr. Jones presented their plan to the Board. Mr. Allison stated that they had been successful in getting a bill through the Legislature authorizing premiums to be deducted from employees' checks. This plan would cost the Department nothing, and provides death benefits from any cause, and can be converted

into other insurance without physical examination if an employee leaves the employment of the Road Department. He requested approximately 75 per cent of employees participation. The plan provides accident and health benefits, \$500 life insurance, and \$500 accidental death at an average premium of \$1.25 per month. This would be an annual contract from year to year and employees could come in or go out any pay day.

Material From the Inter-State Amitite Company

Mr. John L. Whitmore, representing National Industrial Cooperative Association, Inc., appeared before the Board and recommended that the Department use a cold topping surface manufactured by the Inter-State Amitite Company, Wilmington, Delaware, on Florida highways, which would save the Department money. He especially requested that this be used on the road to Marine Studios, stating that it could be built for \$10,000 a mile and would

stand up for 20 years. He also stated that the Inter-State Amitite Company would put up a plant in the State, provided they were assured of some business from the Road Department.

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates as hereinafter indicated receive bids for the construction of certain projects and for the furnishing of certain materials, equipment, and supplies as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor.

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed be and the same is hereby approved, which said contracts are as follows:

Construction

Bid Rec'd	Project	Road	County	Contractor	Amount
3/20	FA For 14-A(1) Pt. 2	135	Liberty	Faulk & Coleman	\$ 83,520.47
4/24	FAGS 67(1)	545	Hillsborough	Cone Bros. Contr. Co.	121,331.90
5/1	SN-FA 21-A(3)	1	Baker	W. L. Cobb Constr. Co.	59,744.10
5/1	FA 92-E(1) & A(2)	500	Taylor	H. E. Wolfe Constr. Co. & L. B. McLeod Constr. Co.	188,044.54
5/13	5524(1)	550	Clay	Marion Contr. Co.	68,253.23
5/13	5524(2)	550	Clay	R. H. H. Blackwell	24,108.93
5/15	NRS 106	12	Gadsden	Faulk & Coleman	7,899.46
5/15	54-A, 58 & 708	1-11	Leon-Jefferson	Faulk & Coleman	13,845.28
5/15	535 & 38-A	1	Santa Rosa	John E. Ballenger Constr.	7,000.60
6/3	5601(2)	18	DeSoto	John E. Ballenger Constr.	20,902.69
6/3	5593(2), 5594(2), 5595(3) & 5596(2)	5	Charlotte-Lee	Hubbard Constr. Co.	45,586.90
6/3	695(2), 5407(2), 5599(2) & 5007(2)	2, 5, 55, 31	Lake, Citrus & Marion	W. L. Cobb Constr. Co.	81,468.33
6/10	677-C & D	13	Levy	Hubbard Constr. Co.	17,539.81
6/10	947, 863 & 874	80, 56, 49	Putnam, Clay, Bradford, Columbia & Union	M. C. Caddell	23,796.38
6/10	785, 876-A & 1024	47 & 140	St. Johns-Duval	Marion Contr. Co.	24,485.87
6/10	50-A	14	Putnam	M. C. Caddell	10,493.71
6/10	990 & 804	86 & 67	DeSoto-Glades	Smith Service Co.	22,205.82
6/10	SN-FA 116-A(1) & FAGM 55(1) OFF	5 & 36	Citrus	W. L. Cobb Constr. Co.	97,498.76
6/10	AW-FAS 68-A(1)	500	Leon	M. C. Caddell	55,454.65
6/17	57(3)	3	Nassau	Jas. H. Craggs Constr. Co.	26,938.25

Materials

4/21	SG No. 7 Bay	Treated Timber Piling	Pensacola Creos. Co.	\$ 3,723.82
4/21	SG No. 5 Sarasota	Treated Timber	Tampa Lbr. & Creos. Co.	5,093.63
5/5	Warehouse DeFuniak Spgs.	Treated Timber Piling	Pensacola Creos. Co.	9,229.22
6/11	Appros. 15,400 Gal.	Paint	M. O. Huck Paint Co. Inc.	21,622.00

Convict Supplies

6/9	3000 Prs.	Shoes	J. H. Churchwell	@ \$3.20
	1500	Felt Hats	J. H. Churchwell	@ 1.09
	700	Blankets	Surprise Store	@ 2.25
	2000 Yds.	Toweling	J. H. Churchwell	@ .09
	100 Doz.	Sheets	P. Newman & Co.	@ 6.60
	100 Doz.	Pillow Cases	J. H. Churchwell	@ 2.42
	400 Doz.	Underwear	J. H. Churchwell	@ 5.14

Equipment

4/28	1 Port. Gasoline Air Compressor	Lake City	M. D. Moody	\$ 2,768.30
	1 Gasoline 8 Ton, 3-wheel Roller	Lake City	East Coast Equip. Co.	3,518.26
	1 Gasoline H. D. Tractor	Leesburg	East Coast Equip. Co.	970.44
	1 Gasoline 5 ton Tandem Roller	Ft. Lauderdale	Fla.-Ga. Tractor Co.	2,788.00
	1 Diesel Type H. D. Motor Patrol	Chipley	Quinn Barton, Inc.	5,072.65
	1 Diesel Type H. D. Motor Patrol	Tallahassee	Quinn R. Barton, Inc.	4,369.60
	1 Diesel Type H. D. Motor Patrol	Gainesville	Quinn R. Barton, Inc.	4,969.60
	1 Gasoline H. D. Tractor	Leesburg	East Coast Equip. Co.	970.44
5/28	6 1½ ton H. D. Dump Truck Chassis	Lake City	Holtsinger Motor Co.	6,261.00
5/19	1 1941 Model Diesel Crawler Type Full Swing Dragline	Carrabelle	Drainage Mach. & Supply	8,493.00
6/11	1 Diesel Crawler Tractor	Bonifay	Seabrook Hardware Co.	4,405.00
	1 Bitum. Cold Patch Mixer 14 cu. ft.	Tampa	Epperson & Co.	1,676.00
	1 Gasoline 3-Wheel Roller	Tampa	Fla.-Ga. Tractor Co.	3,548.25
	1 Tank Car Heater	DeLand	Fla.-Ga. Tractor Co.	1,702.90
	1 Diesel Crawler Tractor	Marianna	Seabrook Hardware Co.	3,115.00
	1 10S 2-bag Concrete Mixer	Gainesville	Quinn R. Barton, Inc.	1,060.00
	1 10S 2-bag Concrete Mixer	Panama City	Seabrook Hardware Co.	1,025.00
	1 10S 2-bag Concrete Mixer	St. Augustine	Quinn R. Barton, Inc.	1,058.90
	1 Gasoline Portable Tandem Roller	Ft. Lauderdale	East Coast Equip. Co.	1,300.00
	1 Diesel Crawler Tractor	DeFuniak Spgs.	Seabrook Hardware Co.	3,215.00
	1 4-Wheel Carrying Scraper	DeFuniak Spgs.	Quinn R. Barton	3,757.00

**ESCAMBIA COUNTY — ROAD 62 —
PROJECT 5140 — RIGHT OF WAY**

On motion of Mr. Townsend, seconded by Mr. Hector, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 62 in Escambia County located and surveyed and has designated the same as Project 5140, and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

**ESCAMBIA COUNTY — ROAD 227 —
PROJECT 5346 — RIGHT OF WAY**

On motion of Mr. Stockton, seconded by Mr. Hector, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 227 in Escambia County located and surveyed and has designated the same as Project 5346, and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the

Chairman and Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

**ESCAMBIA COUNTY — ROAD 341 —
PROJECT 5570 — RIGHT OF WAY**

On motion of Mr. Stockton, seconded by Mr. Hector, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 341 in Escambia County located and surveyed and has designated the same as Project 5570, and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and Secretary of the Department are hereby authorized to execute for the Department usual right of way contract with the County.

**ESCAMBIA COUNTY — ROAD 537 —
PROJECT 5350 — RIGHT OF WAY**

On motion of Mr. Hector, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 537 in Escambia County located and surveyed and has designated the same as Project 5350, and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

**ESCAMBIA COUNTY — ROAD 544 —
PROJECT 5366 — RIGHT OF WAY**

On motion of Mr. Hector, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a section of State Road No. 544 in Escambia County located and surveyed and has designated the same as Project 5366, and has prepared a right of way map of said project;

NOW THEREFORE BE IT RESOLVED by the State Road Department that it hereby approves the location and survey of said project and directs that a copy of said right of way map of such location and survey certified to by the Secretary and Chairman of the Department, be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said project is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches, and borrow pits for said project be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby requested and authorized, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said project as shown on said map or plat, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said project, and to convey the same to this Department, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said project, that the Chairman and Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

**SANTA ROSA COUNTY — ROAD 1
PROJECT 38-A—CANCELLATION R/W BOND**

On motion of Mr. Hector, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that U. S. Fidelity & Guaranty Company is hereby released and discharged for each and every of its obligations to the State Road Department under that certain surety bond executed by Santa Rosa County, as principal, and said corporation, as surety, to this Department, as obligee, dated the 15th day of March, A. D. 1938, in the penal sum of \$1000.00, conditioned to secure the performance of a certain Right of Way Contract dated the 8th day of March, A. D. 1938, between the said County and this Department, concerning the acquisition by said County of rights of way to this Department for Project No. 38-A, of State Road No. 1, and said surety bond is hereby terminated and canceled; PROVIDED that nothing herein shall be taken or construed to mean that said Right of Way Contract between said County and this Department is in any wise impaired, modified or affected.

**LEVY COUNTY — ROAD 81 — PROJECTS
95-E and F — RIGHT OF WAY**

On motion of Mr. Stockton, seconded by Mr. Hector, the following resolution was adopted:

WHEREAS, Levy County has requested the Department to complete the pavement

and construction of Projects 95-E and F. State Road 81, in Levy County; and

WHEREAS, the Department has agreed to do this work out of the Regular Federal Aid Funds for the fiscal year 1941 provided there is made available by Levy County the remainder of the right of way for said projects free and clear of physical obstructions and title encumbrances through the mill site at Gulf Hammock; and

WHEREAS, Levy County has agreed to furnish the balance of right of way necessary as set out above with the assistance that it has arranged to secure from Pinellas County;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that upon delivery to it by Levy County of the above mentioned right of way for said projects free and clear as set forth in the preamble hereto, that the State Road Department will forthwith advertise for bids, and contract for the completion of the paving and construction of said projects 95-E and F on State Road 81 between Otter Creek and Lebanon in Levy County, using said Regular Federal Aid Funds or other funds available to the Department.

BE IT FURTHER RESOLVED that the Chairman and Secretary of the State Road Department be, and they are hereby authorized to enter into any and all agreements and to do all things necessary or required on behalf of the Department to carry into effect the provisions of this resolution, including any assistance that they may deem essential for the Department to provide in clearing the right of way of said projects of all physical obstructions.

BE IT FURTHER RESOLVED that certified copies of this resolution be furnished to the Board of County Commissioners of Levy and Pinellas Counties.

THE MARION B. MCCLELLAN BRIDGE

The Secretary presented a letter addressed to the Chairman by J. H. Faulk, former Chairman of the Department and Member from the Third District, requesting that the bridge across the Chipola River at Clarksville, Road 500 in Calhoun County, be named in honor and memory of the late Marion B. McClellan, a pioneer settler and outstanding citizen of Calhoun County. Mr. Johnson expressed his approval of Mr. Faulk's request, if the other members concurred.

On motion of Mr. Stockton, seconded by Mr. Hector, the following resolution was adopted:

BE IT RESOLVED that the bridge on Road 500 across the Chipola River at Clarksville, Calhoun County, be designated as "The Marion B. McClellan Bridge," and the Bridge Department be instructed to erect the usual markers on the said bridge.

RENEWAL OF LEASE OF BOCA RATON BRIDGE

On motion of Mr. Hector, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that the Chairman and Secretary of this Department are hereby authorized and directed to execute in the name of this Department, a renewal of the lease agreement with the Board of Commissioners of Palm Beach County, covering the Boca Raton Bridge on Road 396 in Palm Beach County, for the year beginning July 1, 1941, under the following terms: The annual rental of \$4,225.00 is to be paid in two installments, as follows: \$1,112.50 to be paid ten days prior to January 1, 1942 and \$3,112.50 ten days prior to July 1, 1942. The Department is to operate the bridge without tolls as a part of the State Road System; the Board of County Commissioners shall operate the lift span, furnish the necessary lights for the bridge, and make all necessary repairs to bridge and fill.

RENEWAL OF LEASE OF FLAGLER MEMORIAL BRIDGE

On motion of Mr. Hector, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that the Chairman and Secretary of this Department are hereby authorized and directed to execute in the name of this Department, a renewal of the lease agreement with the Board of County Commissioners of Palm Beach County, covering the bridge on Road 305, known as Flagler Memorial Bridge, in Palm Beach County, for the year beginning July 1, 1941, under the following terms: The annual rental of \$30,730.00 is to be paid in two installments, as follows: \$24,035.00 to be paid ten days prior to January 1, 1942 and \$6,695.00 ten days prior to July 1, 1942. The Department is to operate the bridge without tolls as a part of the State Road System; the Board of County Commissioners shall operate the lift span, furnish the necessary lights for the bridge, and make all necessary repairs to bridge and fill.

LEASE OF FORT PIERCE CAUSEWAY AND BRIDGE

On motion of Mr. Stockton, seconded by Mr. Hector, the following resolution was adopted:

Be it Resolved by the State Road Department that the execution of the Fort Pierce Causeway and Bridge Lease Agreement by the Chairman and Secretary for and on behalf of the Department, be and the same is hereby ratified, confirmed and approved, said agreement being in the words and figures following, to-wit:

THIS AGREEMENT made this day of A. D. 1941, by and between the CITY OF FORT PIERCE, FLORIDA, hereinafter referred to as the "City" and the STATE ROAD DEPARTMENT OF FLORIDA, hereinafter referred to as the "Road Department,"

WITNESSETH, that

WHEREAS, under the provisions of Chapter 12746, Laws of Florida, Acts of 1927 and Acts amendatory and supplemental thereto, and other laws of the State of Florida, there has been constructed by the City, a bridge across Indian River, and approaches to said bridge, making a connection between State Road No. 4 and Atlantic Beach Boulevard; and

WHEREAS, the Road Department is authorized and empowered by law to lease from the City and to take over, maintain and operate, free of tolls, said bridge, upon paying to said City as rental therefor such sums as may be agreed upon; and

WHEREAS, the Road Department now desires to rent and lease from the City, and the City desires to lease to the Road Department, the said bridge;

NOW, THEREFORE, the City, for the consideration hereinafter set forth does hereby lease unto the State Road Department of Florida, for the period and term to begin and run from the date hereof and to end at such time as all of the revenue certificates of said City issued to finance the construction of said Causeway and Bridge shall be paid, satisfied or retired, or their retirement provided for according to law but not to exceed in any event thirty (30) years from the date hereof, all of the following property, to-wit:

Said Causeway and Bridge, including all structures, fills, easements, rights, and licenses belonging and appertaining thereto, all of said property being situate in Fort Pierce, St. Lucie County, Florida.

The Road Department agrees to and does hereby lease and take over from said City all of the above described property, comprising the said Causeway and Bridge and all property appurtenant thereto, and in consideration thereof does hereby promise and agree to and with said City as follows:

1st. The Road Department will pay to the City annually not less than twenty (20) days prior to the dates on which any of the principal and/or interest shall become due and payable such sum or sums of money as shall be sufficient to pay the principal and interest, as they severally mature, of all then outstanding revenue certificates of an original principal issue

aggregating \$88,000 of said City issued to finance the construction of the Causeway and Bridge so long as any of such revenue certificates shall be outstanding and unpaid.

2nd. The Road Department will at all times during the continuance of this agreement maintain and keep the Bridge and approaches and roadways connecting the same and connecting State Road No. 4 and Atlantic Beach Boulevard comprising said Causeway and Bridge in first class repair.

3rd. The Road Department will at all times during the continuance of this agreement operate the Causeway and Bridge free of tolls as a connecting link of State Road No. 4 and Atlantic Beach Boulevard.

The Road Department does further covenant and agree to and with the City that if the Road Department shall fail to make rental payments required by this agreement or shall fail or refuse to keep, comply with, or perform any of the terms or conditions herein expressed or if this lease shall expire or terminate for any reason other than the payment, satisfaction or retirement of all of the said revenue certificates, and interest thereon, of the City, herein referred to, then the Road Department will return to the City the said Causeway and Bridge and all of the property described therein or any manner appertaining thereto, including any additions to or renewals thereof, to be operated by the City as a toll bridge and the revenues collected and disbursed as provided in the ordinances authorizing the revenue certificates herein referred to.

It is mutually understood and agreed that if and when the Department has fully paid all rentals covered hereunder, then the title and ownership to all of said property included herein shall immediately and automatically vest in the State of Florida in fee simple; the City shall thereupon execute and deliver to the Department such deed or deeds and other instruments of conveyance to the State of Florida, and will do or cause to be done all such other acts and things as may be necessary or reasonably required, to vest in the State of Florida the title to all of said property in fee simple.

IN WITNESS WHEREOF, the City of Fort Pierce, a municipal corporation of Florida, has caused these presents to be executed in its corporate name and under its corporate seal, and the State Road Department has caused these presents to be executed in its corporate name and under its corporate seal the day and year first above written.

CITY OF FORT PIERCE,

By
Mayor

STATE ROAD DEPARTMENT
OF FLORIDA

By
Chairman.

ATTEST:
City Clerk

(SEAL)

ATTEST:

RENEWAL OF LEASE OF PUTNAM MEMORIAL BRIDGE

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that the Chairman and Secretary of this Department are hereby authorized and directed to execute in the name of this Department, a renewal of the lease agreement with the Board of Bond Trustees of Putnam County, covering the Memorial Bridge on Roads 3 and 28 at Palatka, for the year beginning July 1, 1941, under the following terms: the monthly rental paid shall continue to be \$4,900, and in addition to the rental the Department, shall pay to the Bond Trustees the further sum of \$50 per month, and in consideration of such payment the Trustees shall provide electric current for the lights on the draw span and power for operation of the lift span.

REQUEST FOR DESIGNATION OF U. S. HIGHWAY

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

BE IT RESOLVED that the Chairman of this Department is hereby authorized to request the American Association of State Highway Officials to give a U. S. Highway number to the route between Jessup, Georgia and Tampa, Florida, over the following sections of road: State (Ga.) Road 23 from Jesup to Folkston, U. S. Highway 1 from Folkston to Callahan, State (Fla.) Road 13 from Callahan via Baldwin and Starke to Waldo, State Road 31 from Waldo to Ocala, State Road 2 from Ocala via Belleview and Wildwood to Bushnell, State Road 23 from Bushnell via Trilby and Dade City to Zephyrhills, State Road 156 from Zephyrhills to intersection with State Road 17, thence into Tampa.

SITE OF DIVISION OFFICE BUILDING AT BARTOW

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, the City of Bartow has conveyed to the State Road Department land for a site for the construction of the First Division Office building, which land is subject to a lease executed by the City to the State Armory Board; and

WHEREAS, the Department is advised that said land is not required or used by the State Armory Board for Military purposes or uses, and under such conditions may be released by the Armory Board pursuant to the provisions of Chapter 20716, Laws of Florida, Acts of 1941.

BE IT RESOLVED by the State Road Department that the State Armory Board be, and it is hereby requested to release said land for said Division Office building office site from the lease executed in favor of the Armory Board by the City of Bartow.

BE IT FURTHER RESOLVED that certified copies of this Resolution be forwarded to the State Armory Board.

ILLNESS OF J. H. DOWLING

On motion of Mr. Stockton, seconded by Mr. Hector, the following resolution was adopted:

WHEREAS, with much concern the Members of the State Road Department learned of the illness of J. H. Dowling, State Highway Engineer,

BE IT RESOLVED that we express our deep appreciation of his devotion to the duties of his position and the efficient service he has given to the members of this Department and to the State of Florida; that we deeply sympathize with him in this illness and greatly miss his helpful presence; that we assure him of our confidence and esteem and our sincere hopes for his speedy and complete recovery including our pledge of full cooperation with him toward that end; and that a copy of this resolution be sent to Mr. Dowling.

ILLNESS OF NIXON BUTT

On motion of Mr. Stockton, seconded by Mr. Hector, the following resolution was adopted:

WHEREAS our fellow Board Member from the Fifth District, the Honorable Nixon Butt, has suffered a severe illness which has caused him great suffering and prevented his attendance upon this meeting, and we have been deprived of his helpful advice in considering the matters that have come before us.

BE IT RESOLVED that we express our deep sympathy to Mr. Butt in this illness and the assurance of our sincere wishes that he may soon be entirely restored to health.

BE IT FURTHER RESOLVED that the Secretary be and he is requested to send Mr. Butt a copy of this resolution.

MATHER'S BRIDGE ON ROAD 219 IN BREVARD COUNTY

The Secretary read a letter from Mr. Butt with which he transmitted a request that the Department take over for maintenance Mather's Bridge on Road 219 in the City of Eau Gallie, Brevard County.

On motion of Mr. Stockton, seconded by Mr. Townsend, the Bridge Engineer was instructed and requested to make a thorough inspection of Mather's Bridge and investigation of indebtedness thereon, and be in position to make a complete report at next meeting of the Department.

DIVISION OF OUTDOOR ADVERTISING

On motion of Mr. Stockton, seconded by Mr. Hector, the following resolution was adopted:

WHEREAS, the Legislature, Session of 1941, passed and the Governor approved Senate Bill No. 15 now General Law No. 20446 (No. 238), providing for regulating Outdoor Advertising on all Highways of the State outside of Incorporated Cities and Towns; and

WHEREAS, Section 2 of said Act provides that the Chairman of the State Road Department shall administer and enforce all provisions of the Act; and

WHEREAS, it has been determined that the Chairman does not have the time properly to administer and enforce all provisions of said Act; and

WHEREAS, the Chairman has suggested that an Assistant be employed for the purpose of assisting him in administering and enforcing all provisions of said Act; THEREFORE,

BE IT RESOLVED THAT William L. Hill of Gainesville, Florida, be, and he is hereby employed as "Director of Outdoor Advertising Division" that his duties shall be to assist the Chairman in administering and enforcing the provisions of General Law No. 20446, Acts of the Legislature, 1941; that his salary for the service to be rendered shall be at the rate of \$300.00 per month, payable monthly, and in addition thereto such expenses as are authorized by the Chairman or by the State Road Department, and that the employment of said William L. Hill shall date from the 3rd day of June 1941 and be terminated at the pleasure of the Department.

DEED OF CERTAIN LAND TO MARION COUNTY

A letter from Mr. Butt presented the matter of a request from Marion County for a deed from the State Road Department covering a tract of five acres of land originally bought for a convict camp site, but not now needed for Department purposes.

On motion of Mr. Townsend, seconded by Mr. Stockton, the following resolution was adopted:

BE IT RESOLVED that the Chairman of this Department be and he is authorized and directed to execute a deed in the name of the State Road Department of Florida to Marion County, Florida, covering a tract of some five acres lying east of Road 2, south of the city limits of Ocala, formerly purchased by the Department for a maintenance convict camp site.

MAINTENANCE OF ROAD 172— PALM BEACH COUNTY

On motion of Mr. Hector, seconded by Mr. Stockton, Road 172 from Belle Glade to the Government dyke, Palm Beach County, was ordered taken over for maintenance.

PERMIT FOR WATER PIPE LINE TO KEY WEST

On motion of Mr. Hector, seconded by Mr. Stockton, the following resolution was adopted:

WHEREAS, the United States of America, by the Acting Secretary of the Navy, has made application for a Permit to construct and maintain an 18-inch water main on that portion of State Road No. 4-A between Homestead and Key West in the State of Florida,

BE IT RESOLVED that the request of the United States of America is hereby granted and the execution by the Members of this Department of the written permit and easement to the United States of America to construct and maintain an 18-inch water main on that portion of State Road No. 4-A between Homestead and Key West in the State of Florida, be and the same is hereby authorized and directed.

SECOND GAS TAX FUNDS IN HOLMES COUNTY

The Secretary presented a resolution of Holmes County, adopted June 21, 1941, requesting that a portion of the Second Gas Tax funds accruing to the Department for use in Holmes County be used for the acquisition of right of ways on State Roads 179 and 186 within Holmes County.

After discussion of the request Mr. Townsend made a motion that the request be granted, provided, however that the use of such funds be subject to the supervision and approval of the Chairman. The motion was adopted.

SECOND GAS TAX FUNDS IN GADSDEN COUNTY

A resolution from Gadsden County, adopted by the County Commissioners on May 5, 1941, made request that a portion of the Second Gas Tax funds accruing to the credit of that county be used for the acquisition of right of way on Road 127 in Gadsden County.

On motion of Mr. Townsend the request was ordered granted, subject to the Chairman's supervision and approval of the use of such funds.

GROUP INSURANCE PLAN

On motion of Mr. Stockton, seconded by Mr. Townsend, the Members decided for the Road Department to accept the original proposal for group insurance for State employees, made by Messrs. Allison, Hammer and Jones of Tampa at the April meeting of the Department, with all details of rates, terms, etc., to be approved by the Chairman.

AIRPLANE

The Secretary read a letter from Pan American Airways, Inc., advising that the Company was not interested in the purchase of the 1938 Stinson Reliant plane offered for sale by the Department.

On motion of Mr. Stockton, seconded by Mr. Hector, authority and instructions were given to the Chairman to insert in suitable publications for a period of thirty days an advertisement offering the plane for sale in its present condition. Further instructions were to keep the plane grounded, pending sale.

REPORT OF THE AVIATION DIVISION

The Secretary read to the Members the report submitted by the Aviation Division of its activities for the past thirty days.

WIDENING OF ROAD 4, MELBOURNE

On motion of Mr. Townsend, seconded by Mr. Hector, work was ordered to proceed at once on the widening of Road 4 through Melbourne, at a cost not to exceed \$8,500.

SUPPLEMENTAL AGREEMENTS

On motion of Mr. Hector, seconded by Mr. Stockton, the Chairman was authorized to execute Supplemental Agreement on the following contracts:

- (1) Cleary Bros. Constr. Co. on Project FAS 65-B(1), Part II, Road 70 Brevard County in the sum of \$3,860.44.
- (2) Ryan Constr. Co. on Project FAS 126-B(1), Road 164, Collier County in the sum of \$15,561.50.
- (3) H. E. Wolfe Constr. Co. on Project 248-A(2) and 248-B(1), Road 4, Duval County at no additional cost.
- (4) H. E. Wolfe Constr. Co. on Project FA 92-E(1), Road 500 Taylor County, in the sum of \$701.10.

RESOLUTION OF THANKS

On motion of Mr. Stockton, seconded by Mr. Townsend, the following resolution was adopted:

WHEREAS our stay in Lakeland has been made most pleasant because of the hospitality and welcome extended to us.

BE IT RESOLVED that the sincere gratitude of the State Road Department is expressed to all who have had a part in these courtesies, with special thanks to Mr. John E. Ballenger and Mr. Tom Bryant and to the New Florida Hotel.

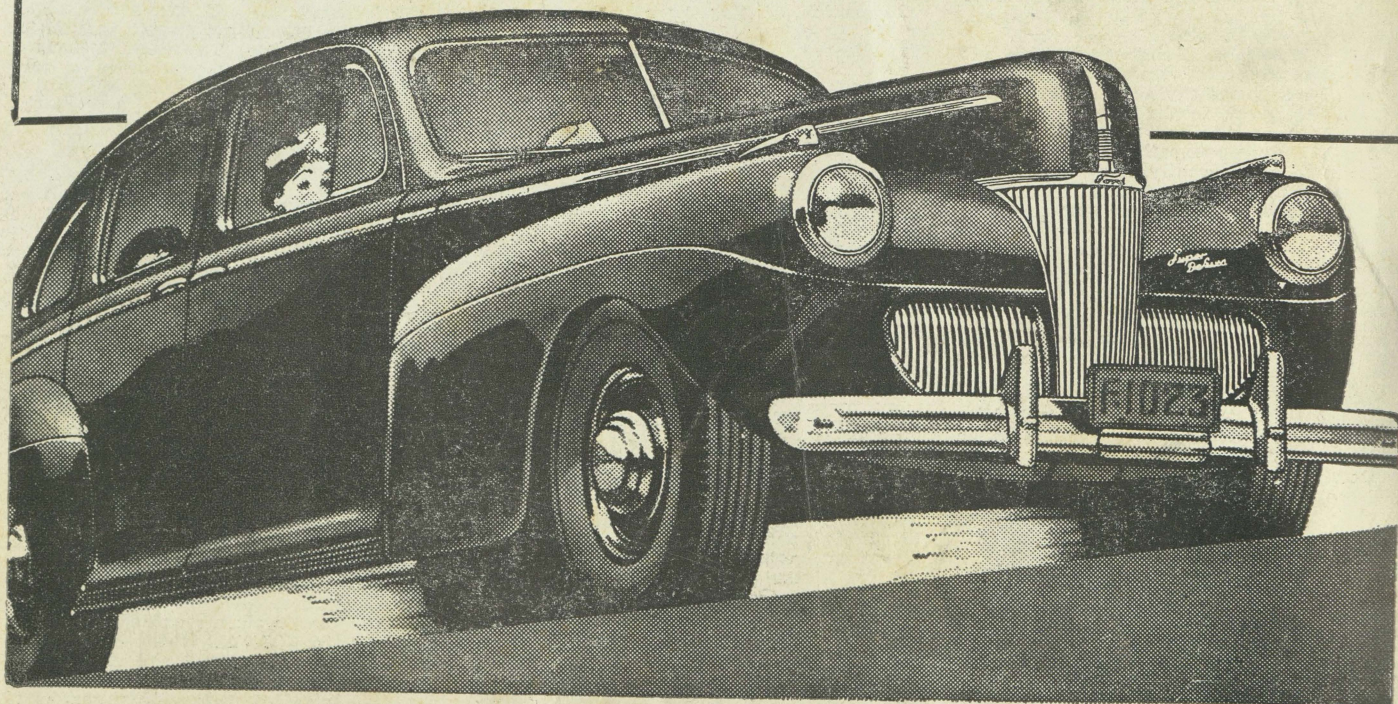
ADJOURNMENT

After agreement to hold the next meeting in Tallahassee, upon a date to be fixed by Chairman, the meeting was adjourned.

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